



Skywriter.....

Dec 2017



The Carstairs Crew at Linden. Mike's KitFox, Glenn's BishCaddy, Norm's KitFox and Richard's Stinson

Next Meeting Wednesday Dec 13 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, Presidents message Dec 2017

Being my last president's message, I intended to thank all members for their help the last two years, with special mention to those that provided exceptional help. Unfortunately, currently, personal time constraints aren't allowing me to do this. I will have to leave that for next month. Organizing the Christmas Social from Montreal while helping an ill daughter, then getting ill myself has taken its toll. I hope to see you all on December 13.

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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Fun Flying

Wow, what a spell of great flying weather. Hard to believe we're almost halfway through December and the temps are in the high singles on the plus side of zero. I've managed to get airborne 5 times since the end of October in both the Cessna 140 and 195. Ok, I know there a few of you that have been up more than that but that's pretty good for me. I'll take what I can get.

A couple of times the winds were forecast to be 15-25 knots late in the morning/early afternoon so Stu and I canceled our flying plans for the day. However, contrary to the forecast, the high winds never materialized. We've realized that even though the forecast may not be favourable it doesn't hurt to head to the airport and see what the winds are like there. The Windy App has been quite accurate with the wind forecast - I'm really impressed with it.



One day the winds were blowing about 15-20 mph from the west. I decided I would practice some crosswind take-

offs and landings in the 140 on Runway 16/34. I took off on Runway 17/25 without any problems and figured if I couldn't keep the airplane under control on final approach and landing on 16/34 I could always switch to 17/25. I seem to be much more relaxed practicing crosswind takeoffs and landings in the 140 than the 195. Maybe it's because the 195 is worth ten times more than the 140. Hmmm!

Anyway, I had a blast and sure improved my crosswind skills. It's nice to have an alternate runway if the winds are too strong. So if you have the opportunity, get out and practice your crosswind skills - there is a good chance some day you will not have a choice.



Another day the winds were straight down 16/34 so I took the 195 out to practice wheel landings. Wow, does it ever climb out with half fuel and a 20 mph wind on the nose. A mile south of the airport I was at circuit height. That's never happened before. After 5 wheel

landings I decided to go for a little cruise. At points I had a 30-40 knot headwind however it was smooth as glass. On the way home it was really nice to have that tailwind. It seems that at this time of the year even though the winds may be blowing the air can be really smooth.

Stu and I did a run to Coronation for lunch at the end of November. My passengers were Rory and Phil Coggins. Again the air was smooth as silk even with winds aloft at 10-20 knots. We felt a slight burble as we descended to circuit height as the winds on the ground looked less than 5 mph. The restaurant is a pleasant 20 minute walk from the airstrip and we enjoyed the food and great service. Coronation is a good destination to keep in mind for a flight and lunch. On the way home I gave Rory the controls and he did a very credible job handling the airplane.



Last week I flew down to Rick Appleton's strip CAP9 which is just southeast of Langdon by Eagle Lake. He had just taken possession of a

Fairchild 24 CF-DRW and is trying to figure out the Jacobs engine operation. I flew down with Bob Zabolotney to see if we could give him some pointers. His strip is quite narrow at 40' but is 3000' long, more than adequate for the 195. You just have to really pay attention to directional control. We visited for a while then headed home with a 20 knot tailwind. We just found out that Rick and Glenn Tinkler's bid to enter the Vintage Air Rally from Argentina to Florida was unsuccessful.



All in all it was a great couple of months to go flying. With some good weather in the forecast hopefully we'll get more flying before Christmas and into the New Year. It certainly would be nice to fly every month of the year. This year February was the only month I didn't fly - rats!

Safe landings to all.

On October 21, 2017 Blair and Merle Nelson hosted a fly-in event at their private strip in the Whitecourt area. I had not met them in person but was given Blair's phone number earlier in the year regarding flying to some of the backcountry strips up that way. We were looking at flying to places like Wolf Lake and camping under the wing. There are supposed to be a few old bush strips in the West country and some of us flyers are interested in another experience as we had at the Red Deer Forestry strip this summer.

Some time in July Blair had phoned me about attending his fly-in and did I know of anyone else who might be interested. I said "sure!" especially since he mentioned that there would be a lot of meat on site! Officially it would be the Whitecourt Flying club's COPA meeting. Unofficially it was to celebrate Merle Nelson being cancer free for the last 6 months.

Three planes answered the call from CEM-4 and bright and early Saturday AM on Oct 21 we headed out. Myself and Sheldon Kulaway in the 701. Sheldon's Eurcoupe was out of action for it's annual so he rode with me. Next was Sheldon Piecowye in his Challenger. Last was Rob Jaap in his Cessna. Apparently Rob had slept in so he got a later start. The weather could have been an issue as it was kinda miserable the day before and Blair was aware that our flight was subject to weather woes.

The air was cool and we did have about 3-5 knot headwind. Sheldon was off first and the 701 was off and quickly passed the Challenger; next stop was Drayton Valley. Rob quickly caught up to and passed us and landed on runway 14 and was in the Drayton terminal as we arrived. Sheldon K and I hustled into the terminal to warm up (did I mention that it was kinda chilly that day!) My muffler shroud heater did provide some warmth and we knew to dress warmly but that warmth of the building was sure appreciated.

Sheldon P appreciated it even more as he could have worn another coat that day. I did happen to have a Hoodie in the plane that someone had left in there. I guess passengers leaving personal possessions on planes even happens in the small stuff. Rob actually flew in a T-shirt that day as his heater works very well!

My logbook shows the 701 took 1.3 hrs to Drayton and 0.9 hrs from there to Blair's place at an average air speed 90-97 mph. This does include initial warmup time as well in Innisfail. Foreflight also showed the distance as 138 nm from CEM-4 to D.V. to Blair Field.

Back in the air Rob pulled ahead and Sheldon P was tailend Charlie. Another Challenger joined the flight at this time. Sheldon's friend Dwayne lived and flew out of his own strip just outside of D.V. and he kept Sheldon company the rest of the way. I had met Dwayne the previous summer when we had flown to Ram Falls one fine summer morning.

Blair's strip is located approx 9 miles ESE of Whitecourt and about 1/2 mile from the DME. On Foreflight it shows as the junction of Airway 280 and 90. It is about 1 1/8 miles north of Highway 43 and lies east to west (70 and 250 I think). It is a 2200 ft long grass strip, 75 feet wide at elev. 3120. I do believe that it is on the COPA website's airfield directory.

Of interest to all potential visitors is that it slopes down from the west. Another pilot there described it as the "little toe" of the Rocky Mountain's Foothills. As a result most if not all approaches and takeoff's are done from the East and to the East, no matter the wind direction!

As we approached the general vicinity from the east at about 6500 ft we did hear Blair doing ground control and guiding Rob in. We then spotted Rob on final and Voila! there was the field.



Since there was no other known traffic in the area we did a descending spiral and came straight in on final. There was a bit of a wind burble as we dropped below the treeline that borders the north

side of the field and minimal rollout, requiring power to taxi to the west end for parking.



There to greet us was Ryan who had come in from Peace River in his new-to-him Pelican. Readers may remember Ryan who had the Sonex that had the vapor lock (we think) on our first attempt to overnite at RDForestry strip in the summer of 2016. Changing planes meant getting "wherever" a little slower but enjoying the view better in a highwing craft.

Blair, meanwhile continued to provide ground control to incoming flights. Sheldon and Dwayne came in shortly afterwards and parked. In all 17 planes came in that day. They came from Edson, Villeneuve, Cooking Lake, Peace River, Drayton Valley, Barrhead and locally from Whitecourt, and our flight from Innisfail.

I can not list all the planes that came in but included Cessna, Stinson, Pelican, CH701, Challenger and one very nice Pegasus built by a member of the Whitecort club. I do apologise to the other unnamed planes though.

The wind from the northwest was decidedly cooler than in Innisfail so we left Blair doing his thing with the radio and sought refuge in his huge hangar. And what a hanger it was! Any pictures we took do not do it justice. It was large, well lit and warm! The centerpiece was Blair's Stinson on skis. Next was tables and chairs for about 80-90 people. The hangar also doubled as the family museum. The rear wall under the Mezzanine was divided into alcoves that depicted different rooms of a turn-of-the-century house. One alcove was the kitchen complete with antique stove, table and chairs, including a wheeled wooden highchair that folded down into a child's stroller. Next was a "Parlor" or sitting room with 2 pianos then a period bedroom after that.



My favorite was the alcove that was 3 walls of a backcountry trapper's cabin. Slabs of logs were used to depict the actual log walls. On them were hung furs, traps, basically everything that you would have found in a real cabin of that era. One hangar side wall was lined with antique tools and farming equipment. The opposite wall kinda

reminded me of a saloon or maybe a hardware store. Upstairs on the Mezzanine were more antiques but what stood out was large display of antique to present day ammunition. Beside it was a glass display case with many different flint arrowheads and axe heads. I never did get a chance to quiz the Nelson's about those displays but I intend to next time.

In all, the displays and the antiques were of museum quality and it showed how much thought and planning went into organizing it all. Think I need another trip up there to get a second and closer look.



One other display of note was two of Blair's antique rifles. One was a Winchester of a heavy calibre that was used by the NWMP and the other was a Peabody rifle which I never had heard of before. I also had never heard about the paramilitary organization that used the Peabody rifle as well. They were called the Legion of Frontiersman that was started in England in 1905 by Roger Pocock, former NWMP and Boer War veteran. The display described the origins of the Peabody and how the Legion came to acquire it; basically

the rifles were smuggled into Canada against the Government's order not to use it.



Headquartered in London, the Legion had branches throughout the Commonwealth. It's purpose was to prepare Empire patriots for war and to foster vigilance in peacetime. It really never gained prominence in Canada as many members enlisted for WW1 which did decimate the ranks severely. The Princess Pats battalion and other units were built on many of these ex-Legion members.



Next was the meal itself, and it was not burgers, hotdogs and potato chips. This was a fully catered meal with hot

veggies, potatoes and many kinds of salads. Plus Meat!. Lots of meat!. I think there was 3 kinds of meat. Can't have too much meat!. Id' druther have meat over veggies any day!. Okay enough about the meat! So now lets mention desert; still rather have desert over veggies any day! There were 2 cakes on display, one to honor the cancer survivors and one to celebrate aviation. Sadly I never got get a piece of either cake as the focus was on eating and then gassing up for the trip home. Being the considerate host, Blair let us Innisfail guys serve up first as we had the furthest to go and who were we to contradict him? To top things off there was an actual band there to provide some "ambience" to the meal.



Second helpings were taken once most of the crowd had gone through and so fully "fed up" we started thinking about the trip home. Our host had 100LL for sale at cost so those that needed to fueled up and prepared to take off. Goodbyes and thankyou's said all around and Rob was off first. Downhill. With a tail wind, and seemed to use up a lot of that runway! The 701 not needing as much runway was next followed by the 2

Challengers. Ryan in his Pelican was off shortly after that and headed home to Peace River

The flight home uneventful with a pit stop for the 701 and Sheldon in his Challenger at Drayton. Rob chose to not land this time. Back at Innisfail the wind had picked up a bit; felt good to get out of that plane and work out the kinks and reflect back over the day. Thinking again how lucky we are to live and fly in this province.



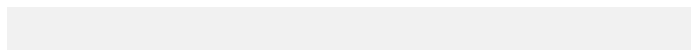
To sum it all up; the flight was fantastic, the weather came through for us, new friendships made, and a great meal enjoyed. Hats off to the Nelson's and their families and friends for making the fly-in a memorable occasion. There was talk overheard about making this an

annual fundraising event for Cancer research, possibly turning it into an overniter as there is plenty of room to camp. Outdoor PortaPotties are on site during the flying season.



Lastly, if any readers are interested in making the flight to Nelson's field please contact them first to see if they are going to be around.

Thanks again to Blair and Merle
Bob McCully





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Flying around the patch.

Well I guess not really around the patch. Stu had put out a call to go to Coronation and as it turned out, I was busy that day. I checked the air miles and it was only about a hundred miles as the KitFox flies. In the KitFox that would only be about an hour but other things were on the schedule so it might have to wait for another day. A few days later Jim Corner was looking for a place to fly and after some discussion we thought the Flagstaff regional might be a good choice.



128 air miles from Carstairs, a little farther than Coronation but why not. We caught a good tail wind from Carstairs and we quickly passed over the Stettler airport on the way to the Killam/Sedgewick airport, now called the Flagstaff Regional.



There is a courtesy car in the garage next to the terminal building/Clubhouse and it took us to a great little restaurant called the Wooden Spoon in Sedgewick. I enjoyed lunch as did Jim and then it was back to the airport, but not before we visited Killam. We had to check out both towns to see if we picked the right one for lunch. There seems to be a few more restaurants in Killam including a Smitty's. Still lunch was great at the wooden spoon.



Our return flight home was gonna include winds on the nose of up to 30mph at altitude but on the surface winds were light to non existent. Guess what altitude we flew at.

About 100 to 200 ft/ I gotta say 100mph is kinda quick at 100ft, but lots of fun.



Keep your eyes open for towers and other obstacles and let her go. The air was super smooth with only some small burbles as we flew over the rolling terrain near Elnora.



The air has been exceptionally smooth for flying this month with temps in the mid teens.

Enjoy it folks/ Dec is not supposed to be this nice and January is just around the corner.



The KitFox ready for another December flight. This day Rob and I shot circuits at Netook and then off to Linden for Lunch with Glenn, Mike and Richard. Photo on the Cover. What an amazing winter flying season.

Keep the shiny side up.

Norm



This little two and a half year old Jacob had visited here with his mother and fell in love with airplanes. He talked his mother into bringing him back from Calgary to “ride in that plane” he was a perfect passenger and took over controls after we parked the plane.

Glenn



Glenn Bishell

Wheel pant Woes

My wheel pants come off in two pieces as you can see. I left the snow untouched, no actually I tried to remove some snow before I removed them and managed to get some out before I actually removed the wheel pants and took the pictures. I removed the two half's. In all fairness I had taxied through some rather deepish snow maybe 3 to 4 inches in the past two weeks and the aircraft is stored in an unheated hanger so never had a chance to melt.



Well I am thinking yea, I will leave them off.



Gary Abel

I was debating if I should remove my wheel pants for the winter given I am flying from a grass strip and putting the RV to bed in an unheated hanger. I have previously flown from pavement and been housed in a heated hanger in previous years since I have owned the RV-7.

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