



Skywriter...

March 2018



Next Meeting Wednesday Mar 14 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 Brian Byl



March 2018 President's Message

As I write this message on Saturday March 3 we are just recovering from another big snowfall, our second since March 1. Since December to the end of February we have already enjoyed (????) three times the average snowfall for that period. Here's hoping for warmer temps and better flying weather!

While I won't be attending the March meeting I think we have lined up a good program for you. Dirkjan will be running

the meeting while I'm gone. We will have a 15-20 minute Tech Talk during the first part and then a guest speaker will speak after the break.

Lyn Michaud of Foothills Search and Rescue is our guest speaker and will present a talk on UAV's in use today, how they are used in Search and Rescue missions, how they are regulated now and changes to the CARS. He will also be talking how UAV's should be sharing airspace with aircraft of all sorts. He is now part of an instructional program with Bow Valley College for both recreational and "commercial" UAV operators.

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.

President:

Brian Byl

bbyl@shaw.ca

Vice-President:

Dirkjan Kiewiet

Secretary:

Treasurer:

Carl Forman

Directors:

John Kerr

403 714 0446

oreal_kerr@hotmail.com

Barry Wood

(403) 935-4609

barryleewood@hotmail.com

Ed D'Antoni

Past President

Web site:

www.crufc.org

Skywriter

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Editor: Norm Vienneau

(587) 225-3944

crufcnews@gmail.com

We hope that everyone enjoyed Richard de Boer's talk on the Calgary Mosquito Society and their efforts to preserve Mosquito history. I found his talk quite entertaining and would certainly welcome him back. I'd love to learn more about "F" for Freddie, the ill-fated Mosquito which crashed after hitting the Calgary Airport control tower while making a high speed low level pass.

We are working on topics for future meetings and will pass the information to you as soon as we finalize our plans.

In the meantime, get some air under your wheels and fly safe!

Brian

Any Traffic? Please Advise

Question:

"On the CTAF at our airport I often hear inbound pilots make the call *"any traffic please advise"*. My instructor told me this call was not recommended. Why not?"

Answer:

"Your instructor is correct. The Aeronautical Information Manual section 4-1-9(g)(1) states: *Pilots stating traffic in the area, "please advise" is not a recognized self-announce position and/or intention phrase and should not be used under any condition.*

The reason for this is that the CTAF is a party line and the same frequency is often used by more than one airport in the area. An unnecessary call at one airport could inadvertently block a critical call at another. In the case of non-towered airports, less is better than more. Therefore we all need to keep our radio work short and concise.

Asking for any traffic to advise gains a pilot little useful knowledge. For example, if there is more than one aircraft in the area, and they all respond, then it simply jams the frequency for a time. On the other hand, if there is no response to that call it does not mean there are no aircraft in the area, it just means no one responded. There could still be 10 no-radio aircraft in the pattern. So as you can see it simply ties up the frequency and could possibly block a required call at yours or a nearby airport which could decrease safety rather than improve it.

If all aircraft follow the correct procedure, any inbound aircraft can learn what radio equipped aircraft are in the pattern by monitoring the CTAF as they should be making the recommended calls. When arriving I try to monitor the CTAF as far out as practical to give me a picture of the traffic.

If we all follow the recommended AIM procedures, that is - when inbound call 10 miles out, entering downwind, turning base, turning final and clear of the runway - there are plenty of opportunities to know who is in the pattern. Of course,

there can always be no-radio traffic and a plane on the wrong frequency, so let's all use the recommended procedures but still keep a sharp watch for traffic. If someone has a better idea, get it into the AIM and we will all use it."

Courtesy of Pilot Workshops

While this references the US Aeronautical Information Manual I think that the same reasoning applies to Canadian aviators. Any discussion is welcomed.

Brian Byl

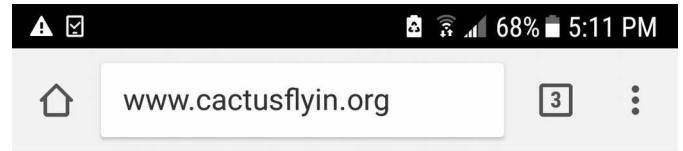
The following story is submitted by Royal Stewart. Royal is my flying buddy from Didsbury and many know Royal as the fellow pilot who flew to northwestern Ontario with me.



Royal and I flew together to Kenora Ontario where a mutual friend has a

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cabin on Granite lake. Paul has a Carbon Cub on floats in the summer and flies it on Wheels to Arizona, his winter home. Recently Royal and Paul flew to the Catus FlyIn at Casa Grande AZ, The airport is just down the road from me but things have been so busy at the my home that I did not get a chance to go.



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Desert Flying

I had the opportunity to go to the cactus desert fly-in at Casa Grande today. Paul and I left Falcon Field Airport at 8 a.m. in his Carbon Cub and joined up with two other friends. Phil Jossi in his new 180 horsepower American scout and Arnold Overland in his 310 horsepower King Katmai Cessna 182.



We started the event by going to a clinic on Backcountry flying and overnight camping. They gave us a list of essentials and luxuries to take, and of course some advice on weight and balance. There are a lot of remote strips in the desert mountains that are great places to fly in to and camp out. Two of the spots they were recommending Paul and I had previously flown into. One is called Red Creek and one is called Grapevine. We then spent the next two hours walking up and down the static line.



Many beautiful vintage planes and several warbirds flew in from Falcon Field.



I had to take a picture of a beautiful 195 for Brian's sake.



Three young Pilots from Falcon Field gave some formation flying in vintage J-3 Cubs . A pleasure to watch. We talked with these young enthusiastic Pilots. One young man was only 16 years old.



After lunch at the airport Paul suggested we go fly in the desert. He knew of a spot to the South East of Casa Grande where there were some places smooth enough to land in the desert. Paul and I led the way. We wanted to keep together since the other two did not know where the strip was.

It was a bit of a challenge to take off together as there were a lot of planes coming and going but we managed a window of opportunity and took off together. We switched to an in flight frequency after we cleared airspace and Paul led the way.



Paul and I went in first to check out the landing spot which had some fairly sizable ruts from a recent rainstorm. Meanwhile we had lost site of the King Katmai. Phil did some circling around in his Scout and was able to pick them up a few miles to the south of us and called them back.



Paul gave a running commentary on the condition of the runway on our second go around as we landed. We pulled off the

side amongst the bushes and the other two planes came in safely following our fresh tracks in the sand. We spent a half hour reminiscing and enjoying the beautiful day and the desert scenery.

We then said our goodbyes and Paul asked me if I would you like to do some more flying to which I quickly replied of course! So we headed north scouted around a military shooting range and headed up into the superstitions to check out some past and future ATV trails that we want to explore. Now about mid-afternoon it was becoming quite turbulent flying in the mountains so we decided to head back to Falcon Field. After tucking the carbon Cub away in Paul's hanger we celebrated with a shamrock milkshake at McDonald's and then headed home. Another great day of flying in the desert.

Royal Stewart



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Our speaker for the March meeting is Lyn Michaud who will be talking to us about unmanned aerial vehicles (UAVs). He works as a UAV pilot for a company called "In-Flight Data Inc.", an Alberta company that provides UAV services. He is also a UAV instructor for Bow Valley College.

Lyn is an aviation enthusiast. He has several thousand pilot in command hours, currently flying a Bellanca Scout and is chief tow pilot for the CuNim Gliding Club. He was employed for several years at a Springbank maintenance facility, working on light aircraft. Lyn has restored a Piper PA 16 Clipper and a Boeing Stearman.

Some of his other interest include;
Foothills Search and Rescue Society – current search manager, past President and spotter
Amateur radio operator
ROC-A aviation radio license examiner
Ski guide at Lake Louise ski area.

Gary Abel sent me a quick note and a few photos.

“Just went up for a flight after Bob did such a great job clearing our strip. Here are some pics that may be of interest to you for the Skywriter.”



Vulcan Strip



Indus

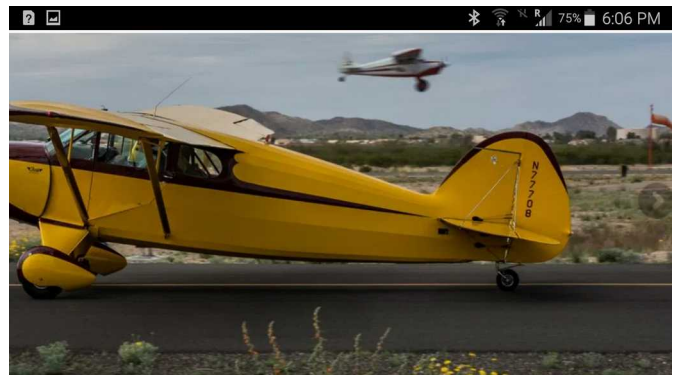


On Vulcan Strip



Bow River

A Few more photos from the Cactus FlyIn



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