



Skywriter...



April 2018



This is one ominous looking sky. Hopefully good flying weather is on the way.

Next Meeting Wednesday Apr 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 Brian Byl



If any of you are familiar with a song made famous by the children's puppeteer Shari Lewis, "This is the songs that never ends..." let me change some of the words to reflect our reality this spring "This is the WINTER that never ends...." As I write this we just experienced another late snowfall. Over the last four months we have had 2-3 times our average snowfall. Hopefully when spring arrives near June 14 we will be able to do some flying on wheels instead of skis!

My wife and I returned from a 3 week trip to Spain where unfortunately we got to experience the effects of the "Beast from the East". Low temperatures and lots of rain occurred in most of Europe over the last few weeks. While that didn't

curtail our outdoor activities I couldn't help notice the lack of general aviation in Spain. During our 3 week trip I saw only 2 GA aircraft. I searched the internet and did find some GA clubs and airfields around the country but they seem to be more for Ultralight type of aircraft as they were all grass and had rather short runways. A few articles I've read about flying in Spain and Europe illustrates just how lucky we are in Canada as we have very little in the way of regulations and hoops to impede our flying. So let's get out flying and enjoy our

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

Skywriter is the official newsletter of the Calgary Recreational and Ultralight Flying Club – COPA Flight 114, published 12 times per year

Editor: Norm Vienneau

(587) 225-3944

crufcnews@gmail.com

aviation freedom – weather permitting of course!

I understand the March meeting presentation by Lyn Michaud was very interesting and well received. I wish I could have been there. Hopefully we can keep everyone entertained, interested and informed in future meetings.

In the first part of our meeting I would like to lead a discussion which could improve your chances in the event of a power outage on climb out. I am therefore assigning some homework for you to do prior to our meeting. I want you to think how would you react to an engine failure on take-off or climb-out? Do you have a procedure that you review prior to take-off to mitigate your risks if you do experience a failure? Do you know your aircraft's best rate of climb, best angle of climb, power off sink rate, turning radius and what are minimum altitudes, etc. required to make it safely back to the field/runway. At the very least I hope it will make everyone think a little more about one of the more vulnerable segments of flight. Let's have a great discussion.

In the second half of our meeting we will have a presentation on Human Factors in Flying.

If the weather forecast is right we should be basking in high single digit temperatures as our meeting convenes on Wednesday– it's about time! See you then.

Brian



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I put a call out for some photos for the Skywriter and Gary Abel sent a number with a note he has logged 39hrs since January Thanks Gary.

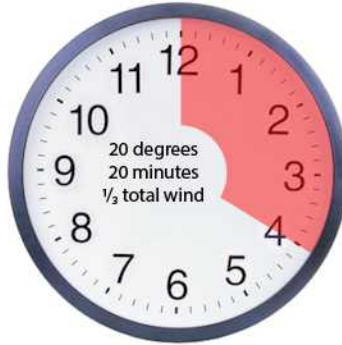




Quick Crosswind Calculation

Featuring [Jeff Van West](#)

Question: "Is there a quick way to calculate the crosswind component for a crosswind landing without a fancy PFD or flight calculator?"



Jeff: "Yes there is, and it's easy enough to do in your head.

First, determine how many degrees off the runway heading the reported wind is. So if you're landing Runway 18 and the wind is 160 at 10, the wind is 20 degrees off the runway ($180-160=20$).

Now picture an analog clock face. How far is the wind angle number in minutes around the clock face? A wind angle of 20 degrees means 20 minutes around the clock face, which is one-third of the way around the clock face.

The crosswind component is one-third of the total wind. In this example, $10 \text{ knots} * 1/3 = 3.3 \text{ knots}$ of crosswind.

If you like charts, you can lay out common numbers and interpolate between them:

10-degree wind angle 10 minutes, which is 1/6 around clockface crosswind = $1/6 * \text{total wind}$

15-degree wind angle 15 minutes, which is 1/4 around clockface crosswind = $1/4 * \text{total wind}$

20-degree wind angle 20 minutes, which is 1/3 around clockface crosswind = $1/3 * \text{total wind}$

30-degree wind angle 30 minutes, which is 1/2 around clockface crosswind = $1/2 * \text{total wind}$

45-degree wind angle 45 minutes, which is 3/4 around clockface crosswind = $3/4 * \text{total wind}$

60-degree wind angle 60 minutes, which is 100 percent of the way around a clockface crosswind component \approx total wind speed

A 60-degree wind angle or more is 100 percent around the clock face, you might as well treat it as a direct crosswind.

You can also do this to determine headwind/tailwind, but you must take the wind angle and subtract it from 90 first. So as above, landing Runway 18 with the winds 160 at 10:

Crosswind = 20 degrees -> 20 minutes -> $1/3 * 10 \text{ knots} = 3.3 \text{ knots}$ crosswind

Headwind = $90 - 20 = 70$ -> 70 minutes -> 100 percent * 10 knots = essentially 10 knots headwind

This second calculation is more important if landing with a tailwind. Remember that adding 10 percent to your approach speed over the ground due to a tailwind increases your landing distance by 20 percent."

Tip courtesy of Pilot Workshops

Basically when I'm in a crosswind situation I fly final in a sideslip, maintaining aircraft alignment along the runway centreline. If I don't have enough rudder/aileron authority to keep the aircraft axis straight along the runway centreline with enough bank angle to keep from drifting I know the crosswind component is too strong and I'll either use another runway or go to a different airport.

I have landed the C140 in 90° 20 mph crosswinds using this technique. Of course I always had the option of using the x-wind runway. Was fun to practice!

I have also landed the C195 in 22G25 knot 90° crosswinds which increased the pucker factor immensely. Did it twice the same day with no crosswind runway available – only option was to fly 8 miles to another airport which had more favourable runways.

Brian

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Winter has just been too long. Some planes were even lost in the snow. Thankfully recovery efforts can soon get underway.

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