Skywriter

Nov 2018

Landing on the Gravel Bar near the Three Hills Bridge

Next Meeting Wednesday Nov 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

Brian Byl

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November 2018 President's Message

In case you haven't heard November is here. At least we got some decent flying weather in October and I hope you were able to take advantage of it while it lasted. I was able to get out flying three times since our October meeting; not as many times as I would have liked, but I'll take it. For the most part the air was smooth and enjoyable.

A little over a week ago an email went out inviting club members and other pilots to fly to Castor for lunch. Temps were a little cool but quite bearable. Seven aircraft wound their way up to Castor with Gary Abel leading the pack – it helps when you're grounding 170 knots. Gary reported the runway was snow-covered but he would attempt a landing and report on the conditions. He reported two to three inches of wet slushy snow on the runway and a six to eight knot crosswind. This made for some interesting landings, but everyone made it in with no problems.

If you think you're landing straight you could be very wrong. None of the tire tracks in the snow were straight. They reminded me of snail trails wandering all over the place. In spite of having seven aircraft with very different cruise speeds, we all arrived within a five minute timeframe. Well done, boys!

As we stood around the apron waiting for the last plane in to shutdown, someone mentioned that they weren't sure if the restaurant was open. With the cool breeze, 3°C temperature, and a mile walk to the restaurant, everyone seemed reluctant to start the trek without confirming if the White Goose Restaurant was open. A quick phone call would have given us the

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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answer we needed, but after a quick discussion we took off for Linden where we knew Country Cousins would be open. Linden was clear of snow and much warmer. We had a great lunch and visit.

Although we are now getting into winter conditions I've included an article about carb icing in summer. While we don't have high humidity like other areas of the country we can still get carb ice when the temperature/dewpoint spread is relatively small – maybe within 3-5 degrees or less. Some engines, such as the small Continentals, and some aircraft, because of their induction system design, are more prone to carb icing in all stages of flight. The Beechcraft D-17 Staggerwing is a good example. And if you'll remember, I suffered a forced landing in my Cessna 195 in 2010 due to carb icing on descent. I hope to never go through that again!

Transport Canada has issued a directive on cannabis consumption "that makes it clear that there is zero tolerance for the use of cannabis and usage is a disqualifying factor for obtaining a medical certificate". The COPA article and Transport Canada letter are included for your information. Let's get our highs by flying, not smoking!

As a club we try to keep everyone abreast of aviation trends, new technologies, safety issues and regulations as they pertain to our flight habits and aircraft. We also want to educate our members and the public to promote the safety and enjoyment of our wonderful hobby. Hopefully, our meetings are informative and entertaining for everyone.

In this regard we need some input from you, our members. What are we doing right? What topics would you like us to discuss or have presentations on? Are you getting bored with the same members doing talks/presentations? We need your input and involvement to help us achieve our goals to be a successful and vibrant club. Please let us know, either at the meetings, or more directly via face-to-face conversations, phone calls, e-mails or text messages.

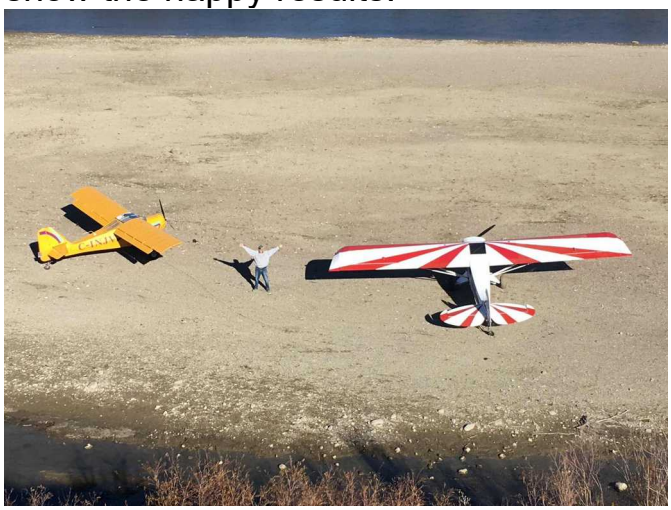
Another thing, we are planning to do some updating to the CRUFC website and would like to add more current photos, articles and some general re-jigging. So send in your photos and articles you'd like to post to any of the executive and we'll see that they get into our website. We are also looking into setting up a forum so that we can share information between members and answer any nagging questions that you may have. We have a lot of technical expertise and knowledge in the club and hopefully we can find a way to pass it around

Our next meeting will be Wednesday, November 14, at 19:00 at the Hangar Flight Museum (the usual place) and I hope to see you all there. There will be announcements of interest for all members. Please remember that we are accepting 2019 annual dues payments.

See you Wednesday.
Brian

There are some gravel bars on the Red Deer River that just look too inviting and after inspecting them from the cockpit for some time I wanted to put my wheels on the ground nest to the river. This is not something you should do without proper planning.

I talked with Adrian about doing the landing on the river and we both decided that we would not do it without each other as we wanted one to watch and confirm that all went well. We got a day that both could get to the river and the air was good so off to Drumheller we flew. The first pass was an inspection to check the possible landing site. Then Adrian did a touch and go to confirm that things seemed ok. Nice solild base. After the touch and go we inspected the landing area again to confirm that the base was solid. After inspecting the base and making sure the that the tires did not sink into a mess of mud we made a fourth pass with a plan to land. Adrian touched down first and confirmed it was good to land. I landed second and the pictures show the happy results.



Carb Ice in the Summer?

Featuring Bob Nardiello

Question: "I recently experienced what felt like carb ice on an 80°F (27°C) day. Is this possible? Is there a specific temperature range when carb ice is most common, or can it occur any time?"

Bob:

"All aircraft utilizing a carbureted engine are subject to ice buildup in the throat of the carburetor. This ice buildup is due to fuel vaporization and the pressure decrease in the carburetor venturi. These two factors contribute to a temperature decrease in the carburetor throat.

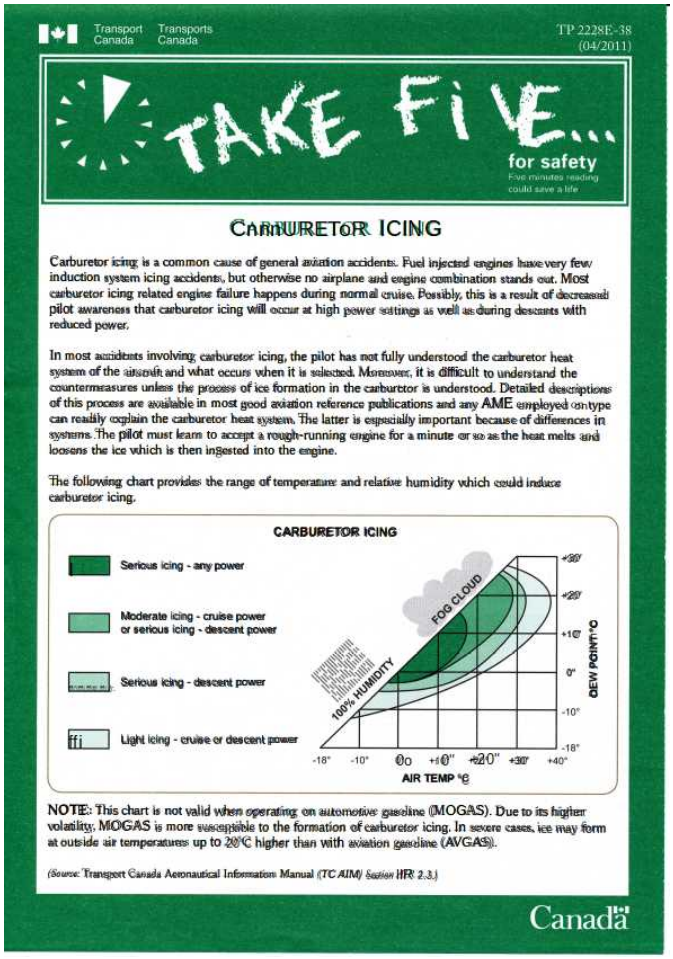
It is possible for the temperature drop in the carburetor to be as much as 70°F (21°C), meaning that ice could form on a day where the ambient temperature could be as much as 100°F (38°C). However, carburetor ice is most likely to form when temperatures are below 70°F (21°C) and the relative humidity is more than 80%.

When ice builds up in the carburetor throat, the engine may cease operation so it is essential that we always check carburetor heat to determine that it operates properly.

A good time to check carburetor heat is during the run-up, after the mag check. On a fixed pitch propeller airplane, you should see a slight reduction in RPM. For an airplane equipped with a constant speed propeller, you should see a slight reduction in manifold pressure. Reduce the throttle to idle with the carb heat on and the engine should run at idle properly. Turn the carburetor heat off and the idle/manifold pressure should return to normal.

When using carb heat in flight, follow the manufacturer's recommendations."

Courtesy: Pilot Workshops


Transport Canada / Transports Canada

TP 2228E-38 (04/2011)

TAKE FIVE... for safety

Five minutes reading could save a life

CARBURETOR ICING

Carburetor icing is a common cause of general aviation accidents. Fuel injected engines have very few induction system icing accidents, but otherwise no airplane and engine combination stands out. Most carburetor icing related engine failure happens during normal cruise. Possibly, this is a result of decreased pilot awareness that carburetor icing will occur at high power settings as well as during descents with reduced power.

In most accidents involving carburetor icing, the pilot has not fully understood the carburetor heat system of the aircraft and what occurs when it is selected. Moreover, it is difficult to understand the countermeasures unless the process of ice formation in the carburetor is understood. Detailed descriptions of this process are available in most good aviation reference publications and any AME employed on type can readily explain the carburetor heat system. The latter is especially important because of differences in systems. The pilot must learn to accept a rough-running engine for a minute or so as the heat melts and loosens the ice which is then ingested into the engine.

The following chart provides the range of temperature and relative humidity which could induce carburetor icing.

NOTE: This chart is not valid when operating on automotive gasoline (MOGAS). Due to its higher volatility, MOGAS is more susceptible to the formation of carburetor icing. In severe cases, ice may form at outside air temperatures up to 20°C higher than with aviation gasoline (AVGAS).

(Source: Transport Canada Aeronautical Information Manual (TC AIM) Section HR 2.3.)

Canada

Using Cannibas? – Grounded!

COPA Article on Cannabis Use
October 12, 2018

In a letter from Transport Canada Civil Aviation dated October 9, 2018, Director General Nicholas Robinson makes it clear that there is zero tolerance for the use of cannabis, either recreationally or under a physician's prescription. Such use is a disqualifying factor for obtaining a medical certificate.

TCCA asserts that the use of cannabis can cause not only immediate impairment, but also longer-lasting impairment that is not easily detected by either the users or those around them. They go one to say that there is scientific consensus regarding effects that last long after the effects of impairment are no longer felt by the user.

The current TCCA policy on cannabis will remain unchanged after the legalization of the drug mid-October.

Air Canada recently announced that they will prohibit their pilots, flight dispatchers, flight attendants and maintenance employees from using cannabis at any time, whether on company or their own time. Remaining employees not included above will be banned from using the drug while on duty or at their place of work.

WestJet closely followed Air Canada's lead, even extending the cannabis ban to company social functions as well.

Read the full TCCA letter:

The Letter from TC is attached in a separate PDF.

Ben Stefanich, a Calgary Ultralight Pioneer passed away recently. As early as 1985 a number of ultralight fliers used his airfield, shops and hangers to build maintain and fly their new machines. The filed has two runways a 4500 ft 10/27 and 2000 ft 18/38. The flyers worked on their aircraft in a heated 150' x 50' hanger. Ben obtained his PPL in 1960 at Chinook Flying Service, then owned by the late Frans McTavish. Frans was the founder of Stauffer Aero. Before getting into the Ultralight hobby Ben owned and flew a Maul, Cessna 414, Mooney Executive and a Skymaster.
Ultralights that could be seen at his field were Lazairs, Quick Silvers, Weedhoppers and a trike flown by the pilot of the Gimli Glider. According to Ben, when doing a low pass the pilot forgot trikes pitch control was reversed in a trike and it was smacked into the ground when the pilot pulled back on the stick.

Early visiting flyers we may remember were Don Rogers, Jim Creaser, Larry Pomeranky, Grant Saurberg and Ivan Myslawchuk. During the heyday of Flying Lawnchairs a number of not to reputable entrepreneurs showed up. They assembled kits that were unsafe knock offs of well known and safe machines. Ben was quick to spot them and sent them packing. If one does not count military aviators and astronauts.

We also lost one of the most accomplished people in aviation a few months ago John Uptigrove. Ted Beck is working on an article on John for the next Skywriter.

November 3, 2018
Castor
Just a little slushy and slippery!


November 3, 2018
Linden
No snow and warmer.

FOR SALE

FOR SALE
ANDREASSON BA-4B HAWK

ANDREASSON BA-4B HAWK.
BRAND NEW NEVER FLOWN

"0" Hours on Engine/Airframe/Prop

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FOR "INFORMATION PACKAGE AND PRICING"

The Andreasson BA-4B is a Swedish-designed sport biplane that dates from the mid-1960s.

This BA-4B is an excellent example of the type. It features all-metal construction, superior build craftsmanship, a 0-timed engine, terrific panel and a removable full canopy. It is built for small to medium sized pilots. The builder, Gerry Theroux, was a retired aircraft maintenance engineer, and his experience with structures and systems on large airliners shows in the build quality and attention to detail that this BA-4B demonstrates.

Aircraft Features :

Lycoming 0-235-L2C 118 hp, O SMOH. Overhaul completed in 2015, engine properly preserved in a heated garage or hangar since then. Will need proper break-in sequence completed. 2000 hour TBO. Dual P-Mags allow variable and always optimal ignition timing. This translates to exceptional fuel economy and reliability. The ability to use automotive spark plugs saves even more money over having to use aviation spade plugs.

Oil cooler and remote oil filter. Propeller is also O time SOH. Trio Avionics EZ-Pilot single axis (roll) autopilot. The EZ-Pilot is slaved to the included Garmin 296 GPS and will intercept and hold a course the pilot selects, or operate autonomously to any heading the pilot selects. It can slave to any GPS featuring standard NMEA data output

Panel mounted Garmin 296 GPS. An MGL comm radio Mode C transponder. Standard ASI, altimeter, VSL, fuel gauge, and tachometer. Quad gauge for oil pressure and temp, CHT and EGT. Full electrics with proper wiring and circuit breakers. Electric pitch trim with electronic position indicator. Flaperons, which will also work with the EZ pilot. Adjustable rudder pedals. Cabin heat and cabin vent cooling.

4 full-span ailerons for exceptional roll control. Fighter plane-style stick grip with switches for comm, trim and autopilot. 5-point harness. 55 litre fuel tank (14.5 US gal). Spring steel landing gear, dual brakes and 6.00 x 5 tires. Full swivel tail wheel. Wingtip and strobe lights. Full plans and a set of claw tie-downs Additionally, the engine needs the initial ground run break-in, plus the standard in-flight break-in

to seat the rings and to stabilize oil consumption.
The BA-4B is currently registered as an ultralight aircraft and has not yet flown. As an ultralight, it does not require the standard amateur-built restrictions such as staying within only 25 NM of the home airport for the first 25 hours of flight. The pilot has a lot more freedom to explore the airplane at his or her discretion.
The airplane weighs about 700 lbs empty, and as noted, it will best fit small to medium sized pilots. The rudder pedals are adjustable via turnbuckles, and there is some room for adjustment in the seat
This airplane will have outstanding performance with an excellent power-to-weight ratio, terrific climb and roll rates, and an estimated cruise speed near 150 mph! You won't find that in other ultralight aircraft.

Volksplane VP2

This VP was completed in 2003 and has over 300 hundred hours flown.
Since 2013 it has been in storage. In Calgary
Many modifications were done some of which are; built using plans for the two place version but made into a comfortable single seat with a 29" cockpit, Fuel was incorporated into the wings (18 gallons), landing gear is cubby style instead of leaf spring, full canopy installed, wing tips, push pull tubes for the elevator and ailerons instead of cables.
The engine is an air cooled 1776 cc Volkswagon but is disassembled and needs to be rebuilt. Comes with a 6 :1 Valley Engineering re-drive (3rd generation) plus a Diehl case for full electrics.
This plane is registered in the Ultralight category.
Everything is available to put it in the air again. It was very well built and I have several pictures of the build.
I am open to any reasonable offers or trades.
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