



SKYWRITER

Calgary Recreational Flying Club
COPA Flight 114



Our Mission

Promoting the safe enjoyment of aviation for pilots, aircraft builders and enthusiasts.

THIS ISSUE

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Our Vision

Welcoming owners and pilots of all types of aircraft including ultra-light, amateur-built, certified and other types of aircraft.

Connecting members through regular meetings, monthly newsletters, our website, social media, BBQ's and fly-outs.

Exchanging knowledge and information about flying and flight safety, and aircraft construction and maintenance via meeting presentations, newsletters and other events.

Sharing and enjoying real-world flying adventures.

Featured on the Cover:

The P40 Kittyhawk which was among several of the WWII era aircraft that flew during the Red Deer Airshow in July.

PRESIDENT'S MESSAGE

September 2023 President's Message BRIAN BYL



Here we are again nearing the end of summer in Alberta. It has certainly been an interesting summer so far with temperatures reaching the high 30's, smoke from the forest fires in Alberta and British Columbia and very little rain. Oh yeah, throw in the July 1st tornado to add to the mix. Maybe the autumn weather will bring some better flying conditions.

There have unfortunately been some accidents with multiple fatalities since the last Skywriter issue. Weather seems to have played a part when a Piper PA-32 crashed on a mountainside near Canmore. Six fatalities occurred in that crash. I have no information on what went wrong on the fatal training flight accident that went down in a lake near Tofield. Please be careful up there.

As I mentioned in the Summer Skywriter I was doing some work on the 195 engine because of high oil consumption and was planning to remove and replace #4 and #5 cylinders. After 12 plus hours of fighting with removing baffles, exhaust and various other lines and attachments, I was able, along with help from Bob Zabolotney, to remove the jugs in question. See my article and photos on compression testing for what we found. Bob, who has worked on round engines for more than forty years, said he hasn't seen that in a very long time.

Your executive has been working hard on organizing speakers for our meetings and some potential interesting visits to YYC Airport facilities. Stay tuned and we'll let you know further as our efforts come to fruition.

Due to a scheduling conflict with the Hangar Museum our first meeting of the 2023-24 winter season scheduled for Wednesday Sept 13 at the Hangar Flight Museum has been cancelled and will be a Fly-in/Drive-in Breakfast on Saturday September 16 at Indus/Winters Aire Park (CFY4). Wayne Winters has graciously agreed to let CRFC host the breakfast at his airfield. Unfortunately, I won't be there but most of the CRFC executive will be there to greet you.

We'd like to know how many are planning to attend so please RSVP by Tuesday September 12 and let us know your plans. RSVP to John Kerr @ oreal_kerr@hotmail.com (403) 714-0446 or Brian Byl @ bbyl@shaw.ca (403) 861-6716 John Kerr is the chief organizer and will accept any help you offer. We'll keep you all informed.

We are going to start our membership drive early for the 2023-2024 season. We will happily accept your \$30 annual membership so talk to Andrew and he will gladly take your cash, cheques or Interac e-Transfer. Our annual expenses are approximately \$2,200 for hall rental, website maintenance and member events.

Please pass this on to anyone who you think might enjoy joining our club. We believe we have a lot to offer as per our Vision Statement.

Our vision is that the CRFC will be known for:

- **Welcoming owners and pilots of all types of aircraft including ultra-light, amateur-built, certified and other types of aircraft.**
- **Connecting members through regular meetings, monthly newsletters, our website, social media, BBQ's and fly-outs.**
- **Exchanging knowledge and information about flying and flight safety, and aircraft construction and maintenance via meeting presentations, newsletters and other events.**
- **Sharing and enjoying real-world flying adventures.**

Hopefully you can take advantage of the great flying weather that September and October bring us.

FLY SAFE!

Brian



Carl Forman's Sonex Onex

I got to visit briefly with Carl Forman at the end of July and see his progress on his Sonex Onex. Now that's a mouthful. He is making good progress on it and I believe he said he hopes to have it flying next year.

Gerry MacDonald was also there helping Carl with the wiring and avionics.

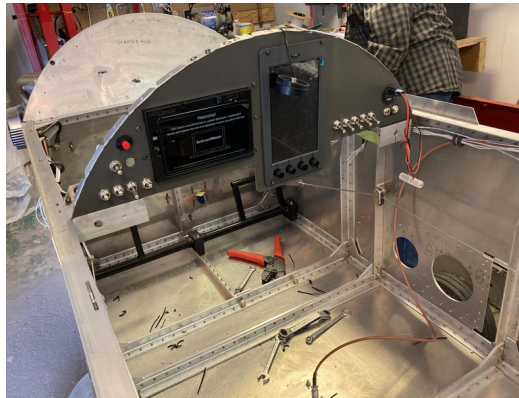
Carl was able to show me the panel powered up and it looks great.

I asked him if he has sat in it and made airplane noises. There's no seat yet so probably not!

I took some photos for your viewing pleasure. You can ask him all about it at the September meeting.



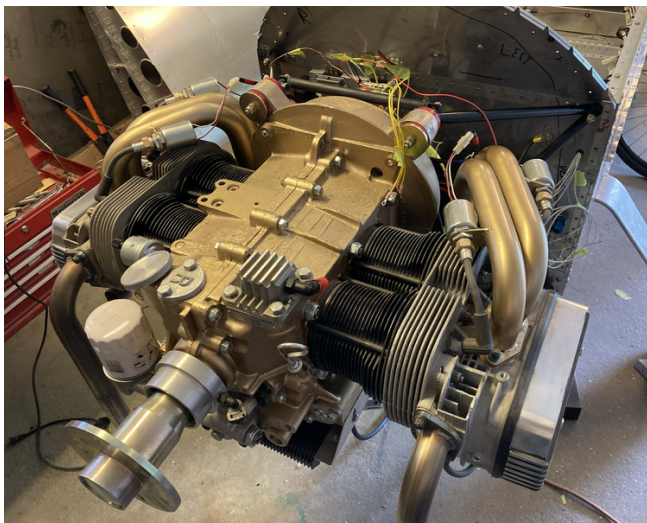
Carl and his Onex



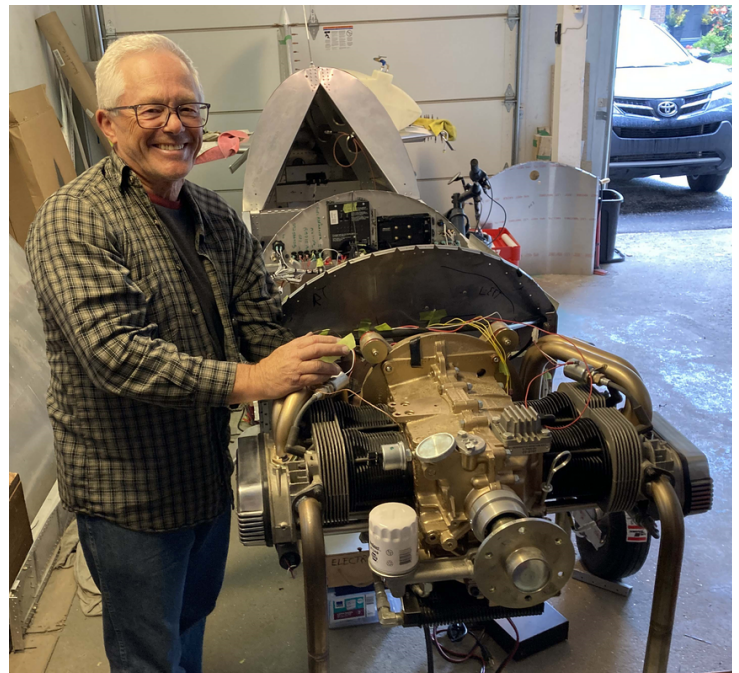
Onex Panel (above)



Panel powered up (right)



Revmaster Engine



Gerry MacDonald - Avionics God!

Newsletter Update

GREG LABINE Director/Newsletter Editor



Welcome Back, Recess is over... back to work!

Here's our September newsletter as we kick off another club meeting season. Hope everyone had a great summer and managed to get some flying in.

In this issue we have some fantastic content including the continuation of Stu's adventure down south of the border, a couple of great articles from Brian Byl, a little update on club member Carl Foreman's latest build the

Onex and of course our other regular newsletter features.

I did make it up to the Red Deer Airshow back in July with my family. Also joining us were Al Baljak, Charlie Taylor, and Charlie's brother.

I previously expressed how excited I was about seeing Formula Racing at the airshow, but it didn't turn out to be as advertised in the article I had read. They made a few passes with a couple of aircraft to simulate pylon air races. It was nice but not exactly what I was expecting. I must apologize if I hyped the event up but maybe in the future, we might see that event come to Red Deer.

In 1988, I attended the WAC World Aerobatic Championship in Red Deer. They did a great job then and are capable of hosting an international event of that caliber again. So, now that Reno is wrapping up for good in September maybe they may look at Red Deer as a new venue. Who knows, fingers crossed.

I recall travelling to Red Deer back in the 80's and 90's to take in the fantastic airshows they held back then. After not having presented an airshow in over 20 years I think they did a fine job. I feel that this will get better and better if they continue hosting this annually. Based on the turnout I'll bet this will become an annual event again. I hope they hold it on a weekend when there isn't another airshow occurring in Alberta. There are many pluses to Red Deer. They have a tremendous 7,500' runway to bring nearly anything in. They are geographically advantaged being in the middle of our two major centers, Calgary and that place up north...! (sports fans insert your slur here)

The performance lineup included WW II vintage aircraft such as the Harvard, a pair of P51 Mustangs, an F4U Corsair and a Curtiss P40 Kittyhawk. The RCAF were well represented by various aircraft including the CF18 Hornet and of course our Snowbirds. There were other notable acts, and the static display area was pretty good too. Overall, a good show looking forward to next year.

I acknowledge that we've had an ongoing problem with the distribution of our Skywriter newsletter, as some are still not receiving it. This has been a long-term issue which has affected both my predecessor as well as myself. Going forward we are trying a new system, a bulk mailout platform called "MailerLite". Thanks to Brian Vasseur for bringing this forward, I'm confident his suggestion and efforts will hopefully solve these problems. This Skywriter issue is its inaugural run. If you are talking to another member who is not getting the newsletter, remind them to check their "Spam" or "Junk" folder for it. If it's there, they must mark it as "not spam" and move it to their Inbox.

Anyone who has pictures or stories to share, please send them to me for publication in Skywriter. Please continue to use the Skywriter email address for this crufcnews@gmail.com and any other newsletter communication with me such as Classified ad placements, etc. All non-newsletter communication should go to our club's main general email address crfcyyc@gmail.com which you will find on the last page of our newsletter along with the email for each member of our Executive, should you want to contact them directly.

I might not be able to make the September Fly-in breakfast due to work commitments, but I look forward to seeing you all at the October meeting. So, let's have another great year in this revitalized and vibrant club!

**Until next time,
GREG.**



At the Red Deer Airshow - Charlie, Al and me.



STU SIMPSON
Director

The Cherokee and Cavalier on the ramp at Boulder City, NV.

Day 5

That doesn't look right, I thought, as I stepped onto the airport ramp and gazed at the Cav. Why were the flaps down? I didn't leave them that way. I soon realized that the wind at some point in the previous 2 ½ days had been strong enough to get in between the top surface of the wing and the flaps, which are split style, and pull them down. I wished I'd pointed my nose the other way, or secured the flap lever in the cockpit. My flap system is exceptionally strong, so I wasn't too concerned, just annoyed at myself.

It was during my preflight inspection I realized something else was wrong. My ailerons were binding just a bit at a certain point in their travel. My heart raced suddenly as I wondered what was wrong and what it could mean for the rest of the trip.

I told Bob and Carl and we launched the investigation. We traced every inch of the aileron control system as best we could. I was under the fuselage peering into an access panel when I discovered the cause. One of the aileron push rod rod-end bearings was slightly bent. This caused the push rod to deviate just enough to rub up against one of the seat support ribs. That meant the wind had slammed my ailerons hard enough to bend the rod-end bearing.

Okay, we'd identified the culprit, now we could devise a solution. The best one was for Bob, who has smaller hands than me, to reach into the access panel beneath the control rods and sand away a couple of millimeters of the rib where the rubbing was happening. This he did at great awkwardness and discomfort, and the binding disappeared. I'm very grateful for his efforts. Since the rod-end bearing was only bent slightly it posed no serious issue for completing the trip. It would, however, require replacement back home.



Kirkby works at alleviating the Cav's binding ailerons. Carl offers moral support. Notice who's NOT working on the Cav.

We were about 2 ½ hours delayed getting out of Boulder City and it showed. The early afternoon thermals began their raucous rituals as we set out southeastward for Winslow, Arizona. After that, we'd make for Santa Fe, New Mexico, for the night.

A few miles into the leg we again spotted an oncoming target on ADS-B. He was only 500 feet below our altitude so I suggested we climb some more, which we did. The other guy closed steadily on us and we watched his icon slip past our left side. But despite our best efforts, once again we never laid eyes on him. A few minutes later, though, Bob spotted an all black UH-60 helicopter pass us below on our right side. We might have had a much closer call with the helicopter had we remained at our previous altitude. The helo was not on ADS-B.

A weak haze layer permeated the sky, courtesy of distant wildfires. It frustrated our efforts to more clearly see the southwest rim of the Grand Canyon. It was a few miles away, but we couldn't see it quite sharply enough. Even with what we could spot, though, it was far more impressive than I expected. The canyon's sheer scale and enormity were simply stunning. The airspace above the canyon is understandably heavily regulated, and we were just outside of it, but sadly we lacked the time to deviate any closer for a better look.



The very southern reaches of the Grand Canyon visible just below the Cav's wing tank tip

The ride to Winslow was rough. It was hot and bumpy. We watched the terrain change below us, slipping away from hardscrabble desert to a mountainous landscape with more alpine trees and higher terrain. As we passed south of Flagstaff's 7000 foot high airport, Bob talked with the tower controller who warned us of an Embraer RJ departing initially in our direction.

We watched the RJ turn left and away from us in a climbing turn to the northeast. The land after Flagstaff changed back to flat pan desert, much more resistant to erosion than what we saw to the west. By far the most exciting feature there was a giant meteor crater about 15 miles west of Winslow. That was enormously enjoyable for me because I tend to geek out about geography, especially when I can see it from Cavalier altitudes.

The line attendant at Winslow was friendly and informative as we fueled. He explained there were basically only two things of any consequence in the town. One was the railroad. The other was a statue at a downtown intersection of a man with a guitar. It commemorated the Eagles' hit song "Take it Easy", written by Jackson Browne and Glenn Frey. The second verse opens with the line, "Well I'm a standin' on a corner in Winslow, Arizona." Winslow was also a stop on the old Route 66.



A meteor crater 15 miles west of Winslow, AZ.

We took off against a gusty wind and banked northwest for another two hour leg to Santa Fe. The desert continued, only now it rose even higher as we encroached on the most southern reaches of the Rocky Mountains. There was a mixture of mountains, hoodoos, sheer cliffs and elevated plateaus. Once into New Mexico, some plateaus leveled off at over 9000'. At one point I saddled an updraft that bucked me to 11,200' before I started back down, and I was still only 2000' AGL. The Cav didn't seem to know the difference, but I did.

Flying above 8500' feet does one of two things to me. I either get a headache, or I get very dry. This is frustrating since I can't drink much up there; the Cav doesn't have a bathroom. As a consolation prize I ate an apple and sipped occasionally at my water bottle.

The Cav's autopilot was a real bonus on this leg. It cut my workload with the turbulence and helped me stave off fatigue. I don't normally use it, but on legs like this it's a treasure.

We neared our destination just before five o'clock. I was a mile or so ahead of the Cherokee when I contacted Santa Fe tower about eight miles back. The controller instructed me to call him entering the zone at five miles out. Bob received the same instruction a moment later.

As we closed on the airport the controller cleared a Cessna Citation for landing on runway 20. I spotted the jet on final north of the field.

"Santa Fe tower," I radioed, "Experimental Bravo Quebec Romeo five miles back now."

"Experimental Bravo Quebec Romeo, cleared to land runway two-zero. Traffic is a Citation on final for runway two-zero."

"Cleared to land runway two-zero, I have the Citation in sight, Bravo Quebec Romeo."

I turned right base as the Cessna rolled out to the far end of the runway. I dropped my first notch of flaps and trimmed for nose down. Bob called that he was five miles out, and received the same clearance to land with me as his preceding traffic.

My landing was good enough that I don't recall it being bad and I cleared at the first taxiway. Then I got a surprise as the controller wanted to chat. He asked about our trip, and where we were from. He stated his wife is from Toronto and that they were headed to Vancouver Island in a few weeks.

There was no other traffic but I still felt a bit self-conscious chatting on a tower frequency like that. It was an unexpected and pleasant welcome at the end of a tough, eventful day of aerial adventuring.

I taxied to the FBO ramp and shut down just as Bob and Carl rolled up to their spot.

Day 6

This would be a short day of flying for us, a bit less than 250 NM in two legs.

Just as I lifted off runway 02 I spotted an F-111 swing-wing fighter on the north ramp. It's the airport's gate guard, moved there because its normal spot was under construction. Pretty cool to see that.

We turned a little southeasterly to arc around the bottom of the Sangre de Cristo Mountains, the most southerly range of the Rockies. Even going around the end of the mountains we needed nearly 10,000 feet to stay clear of the terrain. The peaks to the north, of course, were vastly higher. I freely admit that I breathed a sigh of relief as we left the mountains behind us for good and headed toward some flatter, and thus more familiar and comfortable, prairie terrain.

We turned north abeam Las Vegas, New Mexico, and made for a place called Spanish Peaks, just across the state line into Colorado. We'd have a small welcoming party there. Bob's son Keith lives in Colorado Springs. Keith has long-term use of Bob's Piper PA-12 Super Cruiser that he hangars at the Meadow Lake airport on the northeast outskirts of the city. Keith and his buddy Mike were en route in the Cruiser to meet us at Spanish Peaks. Then we'd all fly back to Meadow Lake in formation.



Mike Wiggins, Keith Kirkby, and the Super Cruiser waiting for the Cherokee and Cavalier at Spanish Peaks, CO. (by Mike Wiggins)

In 2017 Bob and Keith flew the Cruiser from Calgary to Gage, Oklahoma, to collect the Starduster biplane Bob bought. I flew alongside in the Cav. On the way back north, Keith and the Cruiser broke off to return to Colorado while Bob and I continued home. I thoroughly enjoyed Keith's company on that adventure and I very much looked forward to seeing him again.

The eastern slopes of the mountains were stunning in the morning sun. I noted how their appearance began to mimic that of the rest of the Rockies all the way back to Alberta. The flora beneath us glowed brilliantly green, the result of a wet spring. It would soon turn blonde and brown as the grasses and shrubs parched in the typically hot, arid summer. I did notice some pretty big storms building up over the peaks to our north. It was too early to tell if they were heading into our flight path or dumping themselves out on the high rocks.

We were about 30 miles back from Spanish Peaks when my ADS-B showed the Cruiser landing on runway 27. I let Bob know since his system displays a smaller range. As we entered the landing pattern a few minutes later, the Cruiser's distinct paint scheme gleamed in the morning sun.

I was the last one down and I taxied to the pumps as Bob and Keith reunited. I greeted Keith who then introduced me to Mike. I took an instant liking to him.



A kind warning at the Spanish Peaks airport to be on the lookout for politicians.

With a glance north at the growing weather, we decided to get going again. We launched on 09 with no wind and I was impressed to see the Cruiser climb so well from the 6000' high runway. It was no doubt a combination of the newly rebuilt engine and the large wing making good use of the growing thermals.

We settled into a loose V formation with Keith and Mike leading. Bob and Carl took the right side and I had the left. Bob told me later that he had a bit of trouble getting the Cherokee configured to comfortably maintain the Cruiser's speed of about 105 mph. As I did for nearly 1300 miles with the Cruiser in 2017, I simply dropped two notches of flaps and dropped back to 2200 rpm. Piece of cake.

We spent some time positioning for Mike and Keith to shoot pictures and video. It's solid gold to have photos and video of your plane in flight, especially when it's during a flying adventure.

I cranked into a hard left 360 to go line astern as Keith led us into the Colorado Springs area. We skirted the main airport's Class C space and set up for a left downwind for 15 at Meadow Lake, whose ident is KFLY. A storm cell now perched at the west end of the city and was clearly giving it grief, but so far hadn't extended to our position.



A Piper Pawnee pilot announced himself throughout a right hand circuit, and at one point stated he was on a right base

A Piper pictured from a Piper. Mike's shot of Bob & Carl in the Cherokee enroute to Colorado Springs.

leg for the runway while Bob was on a left base. What I didn't hear was that the Pawnee was landing on the parallel grass runway whose threshold was half way down the length of the paved runway we were using. It gave me a whole bunch of needless stress.

I rolled in last to stop in front of Keith's rented hangar, a palatial affair that the Cruiser shares with a Cessna 150. Three minutes after I stepped out of the Cav, the storm's gust front reached out and touched us. We hastily rolled all three planes inside and out of the storm's onslaught.

We spent the rest of the afternoon hanging out with Keith and Mike hangar flying and swapping flying stories. I enjoyed hearing how the two of them had flown the Cruiser to Michigan and back, as well as on other shorter adventures. Mike's a new pilot with just shy of a hundred hours. He's thoroughly enjoying his aviation journey and the time spent under Keith's mentorship in the Cruiser.

It was wonderful to see his enthusiasm and their camaraderie and friendship. I hope I get to hear more of where Mike's flying takes him.

Keith and his wife Deanna generously hosted us for the night and prepared a terrific dinner. We're very grateful for their exceptional hospitality.

Stu.

“UNBELIEVABLE COMPRESSION - HOW RELIABLE AND VALID IS THE ALMIGHTY COMPRESSION TEST?”

This is the title of Mike Busch’s article in the July 2023 issue of AOPA Pilot Magazine. He talks about the differential compression tests which we all do as part of our annual inspections. While in the US compression tests are mandatory in Canada they are not. Most of the engine manufacturers include differential tests as part of their annual inspection check lists.

Mike says that compression tests can be very unreliable as you can get wildly different results if you test a cylinder multiple times. A cylinder can test low and, re-tested after flying for 30-45 minutes, have excellent compression. A healthy cylinder can have poor compression readings while a sick cylinder may have good compression readings.

Compression tests on a particular cylinder may vary greatly from annual to annual. He cites a case where a cylinder had wildly different readings over a period of 12 years – all done by the same shop. Is it possible that the cylinder was sick then healed itself, got sick and then healed itself again? Probably not a realistic scenario!

Basically, Busch advocates performing the compression test and then putting the resulting numbers in the proper context before taking any drastic measures such as pulling cylinders.

I have included a link to his article on AOPA’s website: <https://aopa.org/news-and-media/all-news/2023/july/pilot/savvy-maintenance-unbelievable-compression>.

His column, Savvy Maintenance, is published monthly in the AOPA Pilot magazine and on the AOPA website where is available to view without an AOPA membership. I read it regularly and he provides some very good advice.

This is where I have some personal experience with differential compression test results on my Cessna 195's Jacobs engine. Over the years some cylinders have had low compression test results initially but after running the engine and getting cylinder temperatures up, the subsequent test readings were well within the acceptable range. I have seen readings improve by up to 12 PSI. Another option is to "stake" the valves to remove carbon buildup on the valve seats.

Now this is where it gets interesting. While my oil consumption on the 195 has always been a little higher than what some of my fellow 195 owners are experiencing, early last year I noticed a gradual but obvious increase in oil consumption. On local flights oil consumption seemed to vary quite a bit and I was never really sure what it was using. I always checked the oil after shut-down and then before start-up and never seemed to get a consistent reading.

In July last year on a trip to Saskatoon, it appeared that we used over two gallons of oil in 2 hours. Again I wasn't sure if the aircraft was sitting the same as in the hangar at home but we cut our travel plans short and flew home. I still felt OK to fly the aircraft around locally as the engine ran smoothly and showed no abnormal conditions. There was no obvious oil dripping down the belly or firewall. The plugs looked clean and were not all sooted up.

I asked a few 195 owners and maintenance people about the excessive consumption and was assured that the engine was not going to crater on us. Basically I was told that if the oil consumption reached 1 gallon per hour I should consider some maintenance. So with this positive information in September we flew to the 195 Convention in Joliet, Illinois. I checked the oil at every stop and added as required. Over the course of 21 hours of flying we burned 9 gallons of oil. It almost became a case of "check the gas and fill the oil" just like when we all bought our first 'beater' cars. I knew something was wrong but not sure what.

We did the annual in October 2022 after the Joliet trip and everything looked good, compression differential readings were good. The engine was running as smooth as always.

Late December I contacted the shop which performed the overhaul (@460 hours ago) and the owner was quite taken aback at the oil consumption. He asked me to confirm it was quarts I was talking about – "No Pete, I'm talking gallons". After a brief silence he said he was very sure my #4 and 5 cylinders were the culprits and within a week two new cylinders were on their way.

I also contacted another engine shop and was told the exhaust valve guides were probably worn. The explanation was plausible and I was told how to confirm that this was the problem. I didn't get a chance to confirm this.

So after all this, a smooth running engine, no oil leaks and good compression tests we finally pulled the "offending" cylinders last week. As we pulled the #5 cylinder several pieces fell in to the drip tray. When we removed the piston we found out what those pieces were! The Jake piston has four sets of rings on each piston – two compression, one oil control ring and an oil scraper ring. The top compression ring was in one piece however the second ring was destroyed and fell apart in our hands. The top oil control ring is also missing pieces and plugged. The bottom ring appears to be Ok. Luckily there is no indication that any of the broken pieces passed the top compression or bottom control ring and entered the crankcase. That would be catastrophic and expensive! The cylinder walls are clean and show no signs of scratching or gouging. I think I got lucky! I knew something had to be wrong but certainly didn't expect this. It says something about the robustness and reliability of the Jacobs engines.

So, referring back to the Mike Busch's article on the validity of compression differential testing be careful of interpreting the results and make sure you do further investigation before making rash decisions. See my photos of the piston – it's quite impressive.





Mike Busch Profile:

Mike Busch is arguably the best-known A&P/IA in general aviation. He writes the monthly "Savvy Maintenance" column in AOPA PILOT and hosts free monthly EAA-sponsored maintenance webinars.

Mike is a mathematician by training, having received his Bachelor of Arts degree in mathematics from Dartmouth College. After

Dartmouth, he did graduate work in mathematics at Princeton University and in business administration at Columbia University. While at Dartmouth, Mike did pioneering work in computer software development, and ultimately retired from a long, successful career as a software entrepreneur. Mike then co-founded AVweb in 1995 and served as its editor-in-chief and investigative journalist until its sale to Belvoir Publications in 2002. Through his work as a type club tech rep for Cessna Pilots Association, American Bonanza Society, and Cirrus Owners and Pilots Association, and as CEO of Savvy Aviation, Inc., Mike has helped thousands of aircraft owners resolve thorny maintenance problems that have stumped their local A&Ps. Founded in 2008, Mike's company Savvy Aviation, Inc. provides a broad palette of maintenance-related services to thousands of owners of piston GA airplanes. Those services include maintenance management and consulting, engine monitor data analysis, a nationwide prebuy management program, and 24/7 breakdown assistance that's essentially "AAA for GA."





Subscriber question:

I'm on my third instructor while trying to earn my Private Certificate. This instructor seems more interested in his smartphone than teaching me how to fly. How does anyone find a competent and dedicated instructor?

Answer:

"Remember, you are the customer in this flight training process so don't be afraid to fire your CFI or your flight school if they are not giving you full attention and treating you as a customer.

We all have personality preferences and if you and your CFI are not fitting together, don't be bashful about asking for a switch. There should be no hard feelings if it is done politely. CFI training spends quite a bit of time on the subject of personality issues and instructors are also encouraged to suggest a switch if things are not going smoothly. You are spending a lot of money on these lessons and you are entitled to your money's worth.

A good place to start to look for excellent instructors is with the professional organizations. There are at least 2 professional organizations available for flight instructors. One is The National Association of Flight Instructors (NAFI) and the other is the Society of Aviation and Flight Educators (SAFE). Both of these organizations support professionalism in flight training and have websites that list member flight instructors. Since this is an American article the organizations mentioned are based in the US, you can touch base with COPA and various other local organizations.

Of course, simply belonging to an organization does not guarantee a good instructor, nor does not belonging to them mean your instructor is bad. But, in my view, Instructors who join these organizations do so to learn the best practices from other experienced instructors and to keep up to date in the industry. That is at least one piece of the puzzle.

We all spend a lot of time and money with our flight instructors, so it is worth the effort to do a little work to make that investment enjoyable.”

A skilled instructor can make a complex task less stressful by breaking it down into steps. Here is a video on preparing for a short, busy flight from our [Private Pilot: The Missing Lessons](#) course, featuring [Wally Moran](#):

pilotworkshop.com/short-busy-flight-ppml-tip/

Brian's after-thought:

It's very important that you establish a rapport with your instructor. As mentioned sometimes you just don't click with the instructor assigned to you. You must remember that you are the customer and are free to change instructors if you don't feel comfortable. Unfortunately it may take several attempts before you find the right relationship.





Calendar of coming Aviation events

Saturday, September 16 CRFC Fly-in Breakfast– At Winters Aire Park/Indus Airport CFY4 (see map below). Food ready for about 09:00, so plan to arrive any time before then. John Kerr is organizing this event. Please RSVP to John Kerr @ oreal_kerr@hotmail.com (403) 714-0446 or Brian Byl @ bbyl@shaw.ca (403) 861-6716 and let us know your plans by Tuesday September 12.

INDUS / WINTERS AIRE PARK AB		CFY4
REF	N50 54 W113 47 1SW 15°E (2012) UTC-7(6) Elev 3370' VTA A5005	ELEV 3370
OPR	Blue Yonder Avn 403-936-5767 Reg PPR	
PF	B-1 D-2,3,4,5,6	
FLT PLN		
FIC	Edmonton 866-WXBRIEF (Toll free within Canada) or 866-541-4102 (Toll free within Canada & USA)	
ACC	Edmonton IFR 888-358-7526	
SERVICES		
FUEL	MG-1	
S	1,2	
RWY DATA	Rwy 09(096°)/27(276°) 2600x75 GRASS Rwy 16(165°)/34(345°) 2600x75 GRASS	
RCR	Opr Ltd maint, sfc ruf.	
COMM		
ATF	tfc 123.2 5NM 4800 ASL	

Indus/Winters Aire Park CFS

October 14 & 15 2023 WUFI World Ultralight Fly In – WUFI is a Global virtual fly-in for Ultralights and LSA aircraft. You fly your aircraft at your own field on the dates above, take a time-stamped selfie in the air, register your flight and send your pic to the to-be-announced WUFI CERTIFICATE group (Facebook), and you will be sent a beautiful certificate via Messenger that can be printed and framed. Participants are from all over the world.



Note: Passengers are eligible for a certificate also! It's a fun event to be part of, this will be my 5th year participating in it. **Lets see how many Club members we can have participating in this event!**

If you have any future events, please feel free to forward the details to me so I may share them here with the members. crfcnews@gmail.com

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All things related to Aviation



Aviation Magazines

\$Free

EAA Vintage Aircraft, EAA Sport Aviation and AOPA magazines to give away. 35+ years, too many to show. I don't want to throw them away.

Brian Byl (403) 861-6716

bbyl@shaw.ca

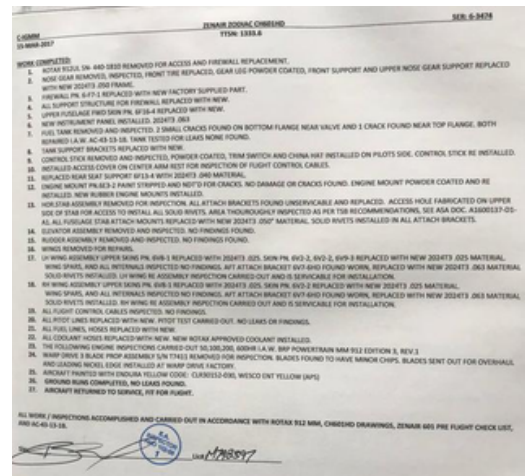


IVO PROP MEDIUM 65-1/4"

\$680

FOR SALE Two blade Medium Ivo Prop 65-1/4"
Right hand rotation in excellent condition.
Fits Rotax 912 hub. Owner - located Calgary, AB.
Al Baljak (403) 708-0369 dolac91@gmail.com





Zenair CH601HD. Rotax 912ul 80HP, TTSN 1,486 hrs. Advanced Ultralight, Beautiful plane with excellent flying characteristics ,IPad mini with Garmin Glo GPS, Garmin GPSmap 496, Garmin Radio, Transponder STX165, Electric elevator trim, Gyro Turn Coordinator, 15 Gallon header tank, Cabin heat, Wing lockers and rear cargo space, Sun shade, Owned 5 years. Located Calgary, AB.

Asking \$37,000 CAD

Contact Kevin Caine (403) 614-1555 Flysoutherncross@gmail.com

Aviation Items for sale:

ICOM A24 VHF handheld Radio, complete set with battery, charger, antenna, and other accessories. Has VOR feature. Nice condition, asking \$200.

David Clark H10-13.4 Headset, with connecting cables and case. Nice condition, asking \$200.

Windsock, Aviation standard 10" inch hoop x 45" sock, ball bearing smooth. Mounted on a 16' mast. Have spare new sock, asking \$200.

Contact Ed Wawzonek (403) 286-2664 wzplane@yahoo.ca

2015 V-MAX 1550 BULA

\$18,500



TTSN 170. 65 HP Rotax 582, 2-stroke. Two blade medium ground adjustable Ivo prop (have spare 3rd blade) Cruise 85-90 mph. Odyssey battery. Icom HH radio with external antenna. MGL EMS-1, 2xCHT, 2xEGT, OT, RPM, HOBBS TIME. Voltmeter, ALT, ASI, VSI, Compass, 2x Fuel gauge and Turn coordinator. 2x6.6 Gal vented aluminum wing tanks. 5 point seat harness. VG's on Wings and Horizontal Stabilizer. Murphy tail wheel. 18" main gear tires with 4130 chromoly landing gear. Streamline struts. Cabin heat and air adjustable ventilation. Electric elevator trim with integrated trim tab. Canister ballistic parachute. Easy access to engine. Built for 250 lbs 6.2 pilot. Seat lowered 2" for taller pilots. Built with open and closed bubble canopy option. Site window fuel gauge on both wing tanks. Back up electric booster pump. Quick disconnect fuel lines. Armrest added. Improved aluminum rudder pedals with heel brakes. Landing strobe and position lights. 2.7 ounce fabric with 2" spacing on rib stitching. Fiberglass wingtips.

Always hangared, Very easy and fun to fly.

Based at Winters Air park CFY4 Indus, Alberta.

Invested over \$40,000 in it, asking \$18,500. **SERIOUS BUYERS ONLY NO TRADES.**

Contact Al Baljak(403) 708- 0369 dolac91@gmail.com

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