



SKYWRITER

**Calgary Recreational Flying Club
COPA Flight 114**



Our Mission

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

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.

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Featured on the Cover:

A beautiful early evening shot in mid-September of Gary Abel's RV flying from High river. Courtesy of Stu Simpson.

PRESIDENT'S MESSAGE

November 2023 President's Message BRIAN BYL



Well, it finally has arrived!

Of course I'm talking about the 13 cm of heavy wet snow that blanketed us on October 23rd and 24th. I think it was actually late this year by about three weeks. I was good with the extra few weeks of nice weather before the 'poor' skiing ended.

Our October meeting was a great success with a very informative and enlightening presentation by Karl Kjarsgaard from the Bomber Command Museum of Canada. Karl is one of the key members of the Halifax 57 Rescue group that is working to inform Canadians of the contribution the Halifax and her crews made to the success of the RCAF Bomber Squadrons during WW2.

The RCAF flew 30,839 combat missions in the Halifax and only 9,122 in the Lancaster. Unfortunately, the Lancaster received most of the glory with the Halifax mostly ignored. In fact, the Halifax crews had almost twice the chance of survival compared to the Lancaster and Wellington. Thank you, Karl, for a compelling and sobering presentation.

Since we last met, due to a variety of commitments, progress on getting my Cessna 195 airborne has been very slow. The last time I worked on it I was installing the oil cooler and associated inlet and return lines. After 1 ½ hours and a bunch of grunting and fiddling, the cooler just didn't seem to be sitting correctly. I then realized I had it in backwards! Well, that was a complete waste of time. I confirmed the correct orientation with the photos I had taken during disassembly and corrected my mistake. Amazing how things work better when they're installed correctly!

However, after the cooler was installed and I started to hook up the inlet and return lines, I found the return line was rubbing on a protruding threaded plug (not the spark plug) on the cylinder, as well as on the baffle. The new plug fitting is bigger than the one that was on the old removed cylinder. Before I can finish the cooler installation I need to replace the plug and relieve the baffle to eliminate any rubbing on the lines. Two steps forward and one step back seems to be the norm when working on a 70 year old aircraft. I'm learning more all the time.

Please note that our November meeting will be on Wednesday, November 8, at 19:00 at the Hangar Flight Museum. Finally back on our regular schedule.

As I mentioned previously, we're starting our membership drive for the 2023-2024 season. At the meeting we will happily accept your \$30 annual membership. Talk to Andrew and he'll gladly take your cash, cheques or Interac e-Transfer. Our annual expenses include hall rental, website maintenance and member events.

Hopefully you've been able to get some flying hours in, and will continue to do so, before the weather and diminishing daylight further confirms winter is here!

See you at the meeting!

Brian



Newsletter Update

GREG LABINE Director/Newsletter Editor

Wow, November already!

Its nice to get back to our meetings again. We had a guest speaker Karl Kjasgaard give an enjoyable presentation about the Halifax bomber they are restoring for the Bomber Command Museum of Canada in Nanton, Alberta. If you want to see a fantastic documentary made in 2009, check out *"Halifax at war. The story of a bomber"* on Amazon streaming. They interviewed surviving Halifax crew.



The "WUFI- World Ultralight Fly In" event took place October 14 & 15 and many club members participated in it. You will find pictures of them below. You can see the multitude of other pilots around the world who also participated on the WUFI Facebook page. Its pretty cool for our guys to be among them.

The whole world, 2 days, one sky!

Again, our members came through with great content this issue, for you to enjoy.

Of course, we have the President's Message and "Pilot Tips" from our President Brian Byl. Always good material. Brian Also contributed a piece on the KF Centre for Excellence, down in the Okanagan, accompanied by some great pictures.

We also take a sentimental journey through Stu Simpson's recollections of past flights and experiences in a new article he submitted called "List of memories". Very interesting and entertaining.

By the way, if anyone still needs a name tag just email the aircraft picture and your name, how you want it to appear on the tag, and I will make you one up for the next meeting. crufcnews@gmail.com

See you next Time,

GREG.

KF Centre for Excellence

Brian Byl

In the middle of October my wife Maggie and I spent a week in the southern Okanagan for some down time. One thing that I've wanted to do in that area was visit the KF Centre for Excellence (KFCE), located at the Kelowna International Airport.

The KF Centre of Excellence is the dream of Barry Lapointe, the Founder and Chairman of KF Aerospace (Kelowna Flightcraft Ltd.) which he founded in 1970.

As stated on their website, the KFCE is to celebrate the incredible history of aerospace achievement in the Okanogan Valley. The KFCE has a state-of-the-art aviation museum and conference facility and welcomes visitors, residents, school and businesses to promote the advancement of aviation in Kelowna and beyond.



The museum has a very unique and rare collection of aircraft including a DeHavilland Mosquito, Hawker Tempest II, DC-3, DHC-2 Turbo Beaver and a Beechcraft Staggerwing. The Mosquito arrived last year and is airworthy.

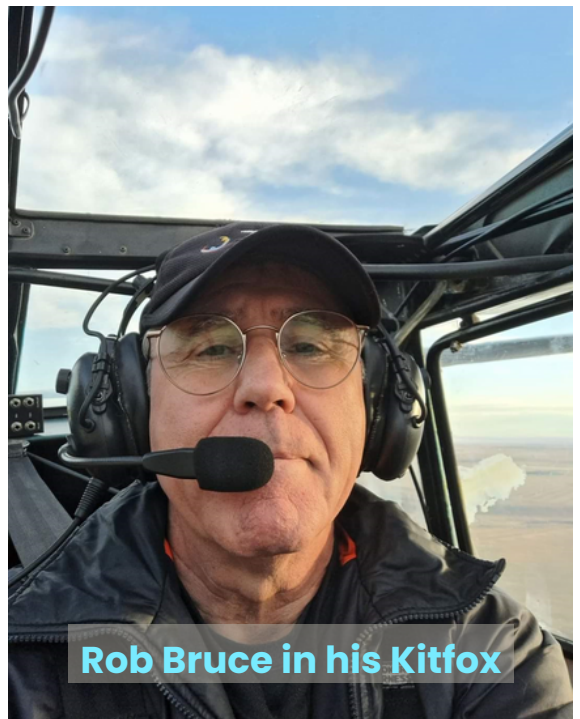
A number of pilots are currently training to fly it. The Tempest is currently being restored and should be airworthy sometime in 2024. It will be the second of the only two airworthy examples in the world!



They also have a moving cut-away Bristol Centaurus engine that shows how the sleeve valve assembly works. I was told the engine was very reliable however it used a lot of oil. It's an amazing feat of engineering.

While the collection is not very big it's certainly enjoyable, and a visit to the museum is very worthwhile. It has two very rare aircraft that will soon grace the skies around Kelowna and beyond. Hopefully, we'll get to see them grace the skies around Calgary before long.

Here's the link to their website: <https://kfcentre.ca/>





Dirkjan Kiewiet in his CH601



Octavio Galvan in his Aerolite 103



Al Baljak in his V-Max



Kevin Caine in his CH601



WUFI Flight #5 for yours truly in a Bushmaster

A list of memories

By Stu Simpson

Surprising things happen when I've nothing better to do. For instance, I was bored one day and got to pondering how many different airports I've landed at in my flying career. So I made a list. I was surprised and pleased at the number. It turns out I've been into at least 263 different airports split between Canada's four western provinces and 27 US states.



STU SIMPSON
Director

I don't know if anyone else has made a list of that stuff. I doubt it. I mean, it took me 37 years to even start wondering. And is there really any point in doing it? It turns out that for me there is. What started out as an amusing statistical exercise accidentally turned into something infinitely more precious.

As I found each place on the maps I scoured, I added it to a numbered list. Each town or airfield unexpectedly kicked loose a little remembrance of it. Before long they all coalesced into a cascade of memories; some long lapsed, some more recent, but all equally treasured. The torrent yanked me back to places and flights I didn't want to forget, but somehow sadly had.

It's no big surprise that most of the airports I've flown to are in Alberta, where I live. What is surprising is the number of them – 103. There are some places in the province where I've only landed once or twice, and a lot that don't even exist anymore. Nanton Green Farms, Smith Engineering, Acme and Mossleigh, for instance, have long since grown over or been plowed under. But by making my list I can remember them as they were.

The list shows twenty-one spots in BC where I've touched down, fifteen in Saskatchewan, and one in Manitoba, that being Brandon. I've hit twelve places in Idaho and ten each in Washington, Montana, and North Dakota. I honestly thought Montana would be higher and North Dakota lower. The remaining states have anywhere from one to nine places where I've landed.

There are lots of airports in the US I only visited once, like Olive Branch in Mississippi, or Stafford in Virginia. There's Bird Field southeast of Sandpoint, Idaho, where with my Merlin I had the absolute wildest approach of my life. I lit there for only a few seconds, though, because I didn't want my wingmen to endure the same maelstrom I had, and because of the deer on the runway.

I rediscovered airports in Oregon and California from the summer of 2012. A trip in my Merlin all the way to San Francisco and back, with Geoff Pritchard in his Champ, was the biggest adventure of my life.



The author's Merlin "Merl"

Courtenay Airpark on Vancouver Island, was another memory that jumped off the list. Gary Abel and I went there. I tell you, flying the Cav across the Strait of Georgia was just plain scary, but Gary convinced me I could do it. He was right, and I made it. And I crossed it again, too, coming back a couple of days later, but I still didn't like it.

Airports far away invariably involve terrific cross-country trips with other flying club members. One of the funniest moments I recall was when our flight landed at the long gone grass strip in Andrew, Alberta. A pair of the local volunteer firefighters were there. One of them went around and just leaned on each one of our planes as he spoke of how important he was. His semi-toothless friend was so excited he could barely speak. He just wrung his hands repeatedly and kind of stutter-mumbled.

We landed once at the north end of Cincinnati on the way to Washington, DC. My wife, following our flight on the satellite tracker, texted me one word, "BOOGER!" We still crack up over that, and how turkeys can't fly. Think WKRP.



I also laughed when I added Cache Creek, BC, to the list. Its runway slopes downhill to the south. I landed there and rather absurdly had to fishtail the Merlin down the runway to eat up energy 'til I was slow enough to turn back around. I never could get the brakes working properly on that plane.

The list also contains big airports like Spokane International. There, I was third to land in my Cavalier behind Bob Kirkby and Bashar Hussein, and just in front of a Dash 8. The controller rapidly had me take the first exit to clear the runway so the Dash didn't have to go around. I heard him go by behind me. Several 767's lined the ramp on the other side of the field. I admit I was impressed.

It was cool to taxi and depart behind an Airbus 319 at Des Moines recently. Right after takeoff I asked the controller for a heading change to avoid possible wake turbulence.

Leaving Pearson Field at Vancouver, Washington, does not evoke pleasantry for me. Each departure out of there has scared the hell out of me. Taking off west puts you right over top of a series of bridges, power lines and shipping docks



over and along the Columbia River for the first minute or two of flight. It'd be an awful place for something to go wrong.

**The author's Cavalier.
By Divan Mueller**

I landed the Cav at Sheridan, Wyoming, while accompanying Kirkby back home in his newly acquired Starduster. As we taxied out he blew a kiss to the wonderful young lady working the ramp there. That memory always makes me smile.



Bob Kirkby and his Starduster

I've landed and taken off a couple of times at Meadow Lake, CO, just outside of Colorado Springs. It's the highest airport I've been to and the density altitude on each takeoff was well over 9,000'. The Cav had no problem with it, though.

So many of the airports on my list have offered up wonderful surprises. A bunch of us en route to Oshkosh landed at the Siren County airport in Wisconsin. An array of pristine 1930s vintage Howard DGAs littered the place. We'd landed right into the middle of their annual convention.

Another time, Kirkby, Carl Forman and I got held by weather at the Urbana airport on the north end of Champagne, Illinois. Waiting to leave, a gentlemen approached us and invited us to come see some airplanes. We toured a terrific collection of warbirds and other classics, and I even got to sit in an F4F Wildcat!

Coleville, Washington is on my list. Wade Miller and I crossed back into Canada from Coleville in 2009. He had a Christavia then, I was in "Merl". Embarrassingly, we forgot to open the flight plans we filed and the flight service specialist in Castlegar had to make a call on our behalf.

The next day we had to land at Banff to avoid a snowstorm in the Bow Valley.



Wade Miller's Christavia

But I'm going to keep my list of airports and visit it every now and then. It's not to gloat over the number of them, though I am proud of that. Instead, I'll glance at one place or another and happily recall my airplanes, my wingmen, and the countless, treasured adventures that took us there.

You see, I didn't just make a list of airports... I made a list of memories.

**Blue Skies,
Stu**



Common Go-Around Mistakes

Featuring
Wally Moran

Question:

I bought my Cirrus SR22 a year ago and went through the factory training. Yesterday, I went around from the flare when I thought I saw an airplane about to enter the runway. It didn't—but I was shocked how much forward pressure and right rudder it took to keep control. I don't remember it being so hard in training. Any clue what happened there?

Answer:

A go-around during the flare or a rejected landing can be a difficult maneuver. Slow airspeed and high power creates the greatest amount of left-turning tendencies. Further, adding the power causes a pitching up moment which if not corrected can cause the nose to rise quickly and the aircraft could stall. Both of these things need to be corrected promptly. This is why it is so important to include training on these maneuvers into initial and recurrent training. We want to know our skills are sharp in this area so we will never be reluctant to go around if necessary.

First the pitch up. Since the airplane is normally trimmed for the proper approach speed and at low power, when we add full power the nose will pitch up significantly. We need to be prepared to counter this with forward elevator.

If you add the power smoothly while watching the nose in relation to the horizon by looking out at the 10:30 to 11:00 position of the windscreen, you can keep that nose from climbing more than it should.

Then you can begin to get the aircraft slowly back in trim. Follow your POH regarding clean up, but be careful not to move flaps or gear until you have good control of the aircraft and then only one thing at a time and re-trim between steps.

Some pilots trim nose up during the flare. Doing this will complicate the out-of-trim condition if a go-around is required.

Now for the left-turning problems. As you mention, these are at their worst at this time because of the high nose attitude. P-factor is at its greatest. So, we need to anticipate a need for lots of right rudder as we are adding power.

Again, you will have to watch out the left side of the engine cowling and keep that cowling aligned with the left side of the runway. Another clue to proper rudder control is to check the ailerons. If you are holding a lot of right aileron, you need more right rudder.

When executing a rejected landing there is no reason to add the power quickly, usually just a little power and a slight pitch up will keep you in the air. So add the power positively but only at a rate that allows you to maintain control of the aircraft.

Tip of the Week Courtesy **PilotWorkshops**

Brian's after-thought:

You might think to yourself, well, the person asking the question bought a Cirrus and that's a much different aircraft compared to what I fly, and I don't think that really applies to me. Actually, you might be really surprised that a Cessna 150, a Kitfox, or any other airplane will react in much the same manner.

While you might not experience significant P-factor, have flaps or retractable landing gear to contend with, if you've trimmed your aircraft for a smooth landing approach, you'll probably get a pronounced pitch up when power is applied for a rejected landing. Loss of control is one of the most common causes of accidents when go-arounds are attempted.

In the Cessna 150, the pitch-up is definitely there and easily compensated for. But, in the Cessna 195, it takes much more forward pressure to prevent the aircraft from ballooning up into a low altitude stall. Pitch-up on a go-around carries much more force than you'd expect and can catch you very much off guard if you're not expecting it. I trim so that I need to be applying a little back pressure on the controls during final approach. That way, if I need to apply a lot of power suddenly, the airplane is more closely attuned to that pitch up maneuver without a lot of correction.

In the 195, my procedure is to add forward pressure as I increase the power. Only after I have full power, I then start moving the trim to reduce forward pressure while maintaining level flight. Once the forward pressure is reduced I close the carb heat so I'm developing full power and begin my climb.

I also have to contend with the P-factor. With the heavy, 8-foot diameter prop, there is a lot of torque generated. I really notice it when I do touch and goes. I've had a few instances when I reacted too slowly with the rudder and the edge of the runway came too close for my comfort. I've certainly learned to keep my feet very active on the rudder to stay out of the ditch.

Get to know your aircraft. As an exercise, climb to a safe height, pick an altitude several hundred feet below and simulate a landing approach to that altitude. Trim you aircraft into landing approach configuration and then do a simulated go-around. Feel and watch how the aircraft reacts and learn how to anticipate and react to the forces. You'll be a better, safer and more confident pilot.





Calendar of coming Aviation events

Sorry guys, nothing to report here for now. I suppose it's that time of year. If you hear of anything, please let know.

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

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