



# SKYWRITER

**Calgary Recreational Flying Club  
COPA Flight 114**



OFFICIAL NEWSLETTER

## 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:

Brian Byl's Cessna 195.

This picture was taken at Glen Bishell's 2018 Father's Day Fly-in. As a reminder, this annual event is coming up this month and Glen always throws a great time. Check Calendar in this issue for details.

# PRESIDENT'S MESSAGE

## June 2023 President's Message

BRIAN BYL



The weather is finally starting to warm up and the fly-in season is in full swing. Of course there's the little issue of low visibility from all the forest fire smoke. We have had some days when it's been down to 1½ miles. Personally I am not a fan of flying if the visibility is less than 10 SM.

Our May meeting was well attended along with two new guests present. First on the agenda was the task of choosing our new logo. Four designs had been submitted by the members and were voted on – the popular choice won by a good majority.

Brian Vasseur, our new Vice President, did a presentation about his new position with WestJet as a Flight Dispatcher. Brian, after a long career in IT, thought it was time for a change and since he wanted to do something with aircraft, decided to pursue the Flight Dispatcher position.

Brian was able to show how much organization, decision-making and planning skills are required to keep the airlines on schedule and safe. Most of us had no idea what the job requires and how much a successful flight is dependent on good communication. Thanks Brian for an interesting and entertaining presentation.

Greg LaBine has been busy working on the Skywriter and working with Norm for a smooth turn-over of responsibilities. Hopefully you have gotten some communication from him already. He is quite excited to try his hand as Skywriter editor. Also, if you do not have a name tag, send a photo of your aircraft to Greg and he will make a name tag for you.



John Kerr is busy organizing the June meeting/BBQ, to be held June 14 at Winters Aire Park/Indus Airport (CFY4). Let's hope the weather Gods work with us! John will accept any help you offer so contact him at (403) 714-0446 if you would like to contribute to the success of the meeting.

Further to our discussion last month about Ultra-light instruction in Alberta here follows additional info.

Rick McGlone is located near Caroline and does instruction in his own aircraft. You can contact him at (403) 702-4169.

I also have been in contact with another free-lance instructor, Kirk Ryan (780) 803-0304, who provides instruction for RPP, PPL and other licenses. While he does not specifically provide U/L instruction he is willing to talk to anyone regarding their training requirements. He is based out of Wetaskiwin but travels all over the province.

We are still waiting for contact information about the instructor located in Lethbridge area.

Unfortunately I will not be attending the June Meeting/BBQ. I certainly hope you enjoy it.

In the meantime FLY SAFE!

**Brian**





# Newsletter Update

**GREG LABINE** Director/Newsletter Editor

## WELCOME!



Welcome to the new SKYWRITER newsletter. Our traditional club newsletter with a fresh new look.

I am your incoming new Newsletter Editor and if we haven't met or spoken previously, I would like to take a moment to introduce myself.

I've been a member of our club off and on since 2011. I trained on Cessna 172's at the Calgary Flying Club back in the 80's. My Father and two eldest Brothers were pilots. Two of my children are Pilots having come up through the Air Cadet Program and they are building an RV7 homebuilt aircraft.

After a 30 year sabbatical from flying, I acquired my Ultralight Permit in 2018 and presently stay current flying a Bushmaster. I have two aircraft projects in process. I am the owner of the only EZ King Cobra ultralight in existence, built by Blue Yonder Aviation in Indus, Alberta. Currently doing a rather lengthy and involved repair/restoration on it. My other project is a Merlin aircraft which is apart and stored until the Cobra is finished and flying. Stay tuned for future updates.

We have completed the turnover of the Newsletter from Norm Vienneau to me. I would like to personally express thanks to my predecessor Norm for his efforts in producing the newsletter in previous years. If you are talking to Norm, maybe give him a thank you for his efforts and contributions.

The Executive has worked on revitalizing the Club's image through a change of name and logo. We have updated our Mission Statement and detailed our Vision Statement to articulate the Club's purpose and focus. Both are included in this Newsletter.

Despite these minor changes, this club is still for EVERYONE. Regardless of your pilot category, experience, or the aircraft type you fly, all have a home in our tent and a seat at our table. Everyone is welcome!

To keep in step with this re-branding of our club, an overhaul of our Newsletter was in order. I aim to make the quality of this publication of the same caliber as an aviation magazine but without the overabundance of commercial advertising.

As much as things may change, I wish to respect our past while moving the newsletter forward. Honoring the club's history, you may find legacy photos of our club members and aircraft from the past, sprinkled randomly in our newsletters.

I will continue to provide the traditional elements of our newsletter you expect to see. I'm looking at re-introducing a few missing items, such as a Calendar of Aviation events. Also, a classified buy and sell section which is FREE of charge. The only stipulation here is that it must be aviation related items. No boats, furniture, guitars, puppies & kittens, grandma's baked goods, etc. Only aviation stuff please.

A few Housekeeping items first. For the time being please continue to communicate with me and submit items via our same old Newsletter email [crufcnews@gmail.com](mailto:crufcnews@gmail.com) This too will be eventually updated. I'll keep you posted.

I will strive to get the Newsletter out in a timely manner, on the weekend before the meeting so members have time to digest it before the next meeting. As such, I will normally need all submissions to Skywriter in by the first Wednesday of the month, unless special circumstances prevail.

The newsletter is always in need of content, and I welcome your contributions of stories and pictures. If you fly anywhere, do anything aviation related, or are working on a project, send in some pics. I will be happy to share them with the group. Also, any aviation events you hear about in Alberta, please forward the info so I can get them into the events calendar for our members.

I'm always seeking any input, feedback, and member participation. I encourage any suggestions of what you would like to see in our newsletter. I'm always looking to improve it. Please feel free to contact me anytime.

Our attendance has grown at each meeting from last September to present, after being on hold for two years. Like many things in life, it's great to get things back to normal. If you haven't attended a meeting in the last few years, come out to one and see familiar faces and old friends here. I'm sure they miss you.

I am also encouraged to see more guys going across the street for a cup at Tim's after the meeting. It has always been one of my favorite things about our gatherings. Hope more can make it in the future.

On another note, I would like to thank my future daughter-in-law Kelsey Matlock for her help in teaching me how to navigate a new-to-me program to produce this. I used "CANVA" for this newsletter. I used to work in Word but will be using Canva for everything going forward. It's a great platform for this type of work. I applaud her patience in teaching me the nuances of that program. I guess you CAN teach an old dog new tricks.

In closing, I'm very proud to be the Newsletter Editor and to have this opportunity to contribute in a meaningful way to our club. This is my first crack at producing our newsletter and I look forward to refining it going forward. I hope you enjoy!

Get some sky,

**GREG.**





# WILL SPIN TRAINING REALLY HELP?

PILOT TIP BY BRIAN BYL

## Will a single session of spin training help in an upset years later? Featuring Catherine Cavagnaro

### Question:

This is a question for an instructor who does spin and upset training for pilots: How is spin training likely to help given it might be years between training and an actual spin? Given that you can't spin unless you stall, won't good stall training do the trick?

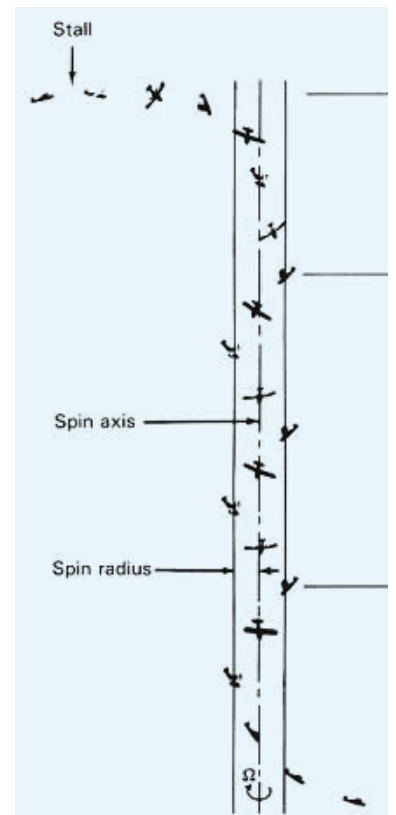
### Answer:

"I had an interesting call a number of years ago from a fellow who had done spins and upsets and aerobatics with me. This was years later when he was flying with his family in a high-performance single. They were flying IFR. They got caught up in a big updraft and he was actually inverted.

He called me to tell me that his training kicked in: He pushed; he rolled—to upright. (By the way, that one call was worth every bit of effort it took for me to get my flight instructor certificate.)

So, I would say get a healthy dose of good stall training, but I think it makes sense to do spin training as well. I like to take people over the edge so that they understand what the edge looks like because I really think that when the unknown becomes known, they gain a lot more confidence.

And, of course, we spend a lot of time in my course figuring out how to prevent spins to begin with. For example, I usually start with some uncoordinated stalls so that they see that in a slip, your high wing is going to stall first, and in a skid, your low wing is going to stall first.



The first time we go into it, I just say, "Let the airplane do what it's gonna do. I just want you to see what happens."

And then on subsequent trials, I wait for the airplane to be on its way into a spin, whether that's a skid or a slip, and I encourage them to briskly push forward on the yoke or the stick.

And immediately—immediately—the stall is recovered and you get your roll authority back. We spend a good amount of time on prevention, but I really think a feature of a good course is to go into the incipient and developed phase (of a spin) as well. Then you get more confidence knowing what the airplane is going to do and I think you're going to be less likely to freeze in that emergent situation. Obviously, the more you can do these things, the more it's going to help you. But I do think even training the once can really help."

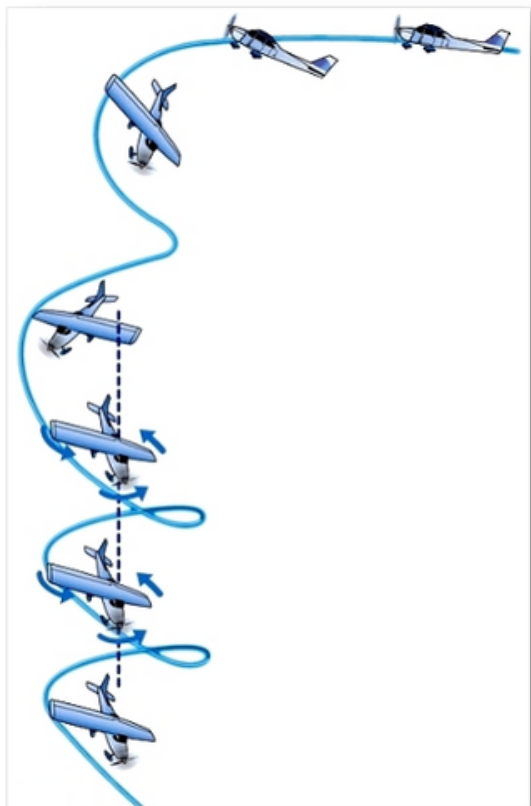
Tip of the Week Courtesy PilotWorkshops.

## Brian's after-thought:

We've talked about this before but it brings to mind the unfortunate accident last year where two individuals perished because of improper inputs during a spin recovery. True, there were bad decisions made which led up to the accident however proper control inputs could have prevented the tragic outcome.

Maybe it's worthwhile to get a couple of hours of spin training and get familiar with the proper control inputs to prevent this from happening.

**After all it's your butt on the line!**



## Bomber Command Museum - Part I

By Greg LaBine

We went to The Bomber Command Museum in Nanton, Alberta May 13 2023 for the 80th anniversary of the Dambusters, these were some of the most famous and heroic missions performed by the Lancasters during WW II in Europe.

They started and ran 3 of the four Merlin engines, with one being down for prop work. It is quite an experience each time I've seen it. Also on display was a replica of the "bouncing bomb" used for these missions and replicas of various other bombs delivered by Lancasters including the 22,000 lb "Grand Slam" Bomb. All designed by Barnes Wallis.

To fundraise they were selling a special artifact. The 5 last remaining replica bombsites actually signed by the last surviving Dambuster Bombaimer, Sqn. Ldr. G.L. "Johnny" Johnson MBE DFM, now deceased. This is a primitive looking wooden Y-shaped device that was used



handheld by the bombaimers to gauge distance to the dam during bombing runs.

Richard de Boer, who has been a guest speaker at our meetings previously, gave a fantastic presentation in the hangar to a large and very interested audience. His discussion covered the history of 617 squadron, the "Dambusters", from the dam raids to the end of the war. Their accomplishments after the dam raids were



equally remarkable, including special D-day operations, attacking and sinking of the battleship "Tirpitz", high altitude bombing of hard targets like V-3 weapon facilities and many other operations. Richard always gives a tremendous presentation. Simply put, it was outstanding.



After the Lancaster was run, the Halifax Team took over and ran one of their Bristol Hercules, 14 cylinder radial engines for the crowd. The test run was incredible as the spokesperson Karl Kjarsgaard put it, "converting High octane fuel into noise". It is loud! To watch this engine run is a spectacle, it is truly a "beast". Apparently, in flight it throws a lot of oil back so the airframe aft of the engine would be covered black. Much credit to the team member running the throttle seated behind the engine wearing a half mask and goggles. It doesn't get more manly than that! (See pic.)



I know many of you probably monitor your engine Cylinder Head Temps, from 2-6 cylinders. How do you monitor them on a 14 cylinder engine during a ground test run? These CHT's were taken manually, while running the engine, with a handheld infrared heat gun, by a crewmember, that's how!

The Bristol Hercules engine was designed by Roy Fedden, who was the engineer that designed most of Bristol Engine Company's successful piston engine designs. Karl said "the man was from mars" humorously referring to his incredible genius.

Karl had a cut-away display of an actual cylinder/sleeve/piston combo so you could hand turn it to see it's operation. The sleeve is the burning chamber and moves up and down and side to side to align with ports, 2 for intake and 2 for exhaust. It becomes a triple motion when the piston is added to the mix moving up and down. It is a work of mechanical perfection to see these parts working in concert. It becomes completely mind boggling to imagine 14 of these in operation per engine, times 4 engines. So, 56 cylinders per aircraft, rotating at up to 48 revolutions per second at take-off power. WOW!

Karl said "It runs like rubbish (he may have used a different word here, lol) at idle but nobody cares...it smooths out at higher Rpm's. Engine run demos are about 1,800-1,900 rpm, Cruise is about 2,200 rpm and take-off is 2,900 rpm. I NEVER want to go to Take off power as some parts are virtually irreplaceable."

The Halifax is about the same the size as the Lancaster but with more Horsepower. It had up to 200 more HP per engine than a Merlin engine, so up to 800 more ponies per Halifax.

The Merlin engine was well matched to the “Lanc” airframe but when initially tried on the Halifax it underperformed. So, they thought we need a “Big Brute” of an engine to put on this aircraft, so halfway through the production line they started building the Halifax with the Hercules and it became a hot rod and tougher than nails.

In particular, the Halifax/Hercules Mark VII variant was fuel injected not carbureted. It was fast by bomber standards. It was often said that “the only Mark VII crewmember that could identify a Lancaster in the air was the Tail gunner.”

### **The Halifax - the most significant combat aircraft in Canadian aviation history?**

We will have to discuss this next month in part 2 of this article. I was enjoying writing this so much that it ended up too long for one article, so I will publish the rest of the story in July, stay tuned.






## Callender of coming Aviation events


**June 14** CFY4 Calgary Recreational Flying Club Fly-in/Drive-in BBQ meeting Indus/Winters Aire Park.

**June 17** CGB2 Carstairs / Bishell's AB Annual Fly-in Breakfast.



**27<sup>th</sup> Annual  
Fly-In  
Breakfast at  
CARSTAIRS  
BISHELL'S  
June 17, 2023**

8:00 am to 12:00 NOON  
PPR contact Glenn Bishell  
403-337-2564



**June 17 / 18** CFR7 Red Deer Forestry Strip West of Sundre AB EAA Chapter 1410 Survival Lite Overnight Camp-out.

**July 29-30** Red Deer Regional Airshow, featuring Canadian International Air Races - Formula 1 Pylon Racers. There will be more info on this next month.



# CLASSIFIED

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Brian Byl

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# Your Executive

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