



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.

THIS ISSUE

- 3- President's Message
- 5- Skywriter Update
- 6- Sunshine state of mind
- 11- Ultralight Flying in Alberta
- 17-STC SA10404202
- 18- Pilot tip- Sightseeing Flights
- 20- Calendar
- 21 - Classifieds
- 22 - Your Executive

Featured on the Cover:

This month on the cover appears club member James McPherson's Sportstar C-IDBJ at Lacombe AB, Feb 2023. In this issue, we have his article reprinted from the UPAC LightFlight Newsletter.

PRESIDENT'S MESSAGE

APRIL 2024

BRIAN BYL



As it usually does, spring arrived right on schedule on March 19.

That seemed early to me but I don't have any control over it! However, over the next three days we got to enjoy another 36 cm of fresh snow. Gotta love spring in Calgary! It always keeps you guessing, and we do need the moisture.

The only problem is that as of yesterday Monday, April 1, the runway at Bishell's was still covered with snow in the morning, though it was melting fast. I was told that both Glenn and Bob Kirkby are not clearing these latest snowfalls from their runways in the hope that it will melt and soak into the ground. That will help grow the grass, but in the meantime our flying is rather limited. In fact, one of the Carstairs Crew attempted to head out for a flight but got stuck after about 30 feet of taxiing into the snow. Glenn had to pull him out with the Gator.

After my runway excursion in January I decided I needed to look at preventing it from happening again. After much work I developed an STC which is in the approval process. See my article in this issue.



At our March meeting Paul Gies, Museum Board President of the Avro Arrow Museum, presented a very informative talk on the accomplishments of the A.V. Roe Canada company in the few short years of the Arrow program. He elaborated about the incredibly short time frame in which the project team was able to design, build and fly five aircraft

in five years, develop the new Iroquois engine and a complete factory and production line. A sixth airframe, RL206, was ready to fly with the Iroquois engine when the program was cancelled. He also dispelled some myths and untruths that have become popular lore as to why the project was terminated. It was a very informative presentation and also very sad to hear about the devastating loss to the Canadian aviation industry in particular and to the country as a whole.

Paul also spoke of some of the challenges the Avro Museum has faced in the design and fabrication of the replica Arrow, which is to be an actual flying aircraft.

They've utilized a lot of data and information from the original project in the replica design and hope to begin taxi tests in 2-3 years. The expected performance of the replica is going to be amazing if they meet their goals. I can't wait to see it fly!



At our April meeting we will be completing the Transport Canada 2023-2024 Flight Crew Recency Requirements Self-Paced Study Program. Attached is the link to access and print it out before the meeting. Please bring a copy with you. It is 26 pages long but some sections may not apply to all members. Remember completion of this questionnaire satisfies the 24-month recurrent training program requirements of CARs 401.05(2)(a).

Link:

https://tc.canada.ca/sites/default/files/2023-10/2023-2024_Self-paced_Study_Program_en.pdf

Don't forget our meeting is **Wednesday, April 10, at 19:00** at the Hangar Flight Museum.

See you then!

Brian 

Newsletter Update

Director/Newsletter Editor **GREG LABINE**



From swimsuit to winter boots in one flight!

An all too short, 2 weeks off in mid March, found my wife and I in Florida enjoying some beautiful weather. Only to have the rug pulled out from under us when we arrived back in Calgary, greeted by a snowstorm. (I live here because...?)

Further below, I will share some pictures and information on the sites relevant to Air and Space from this vacation trip.

Sadly, I had to miss our March meeting, but I hear it was a good one, with a great speaker. I understood that Paul Gies, from the Avro Arrow Museum, gave a fascinating talk about the history of the Avro CF-105 Arrow, and the current status of the scaled flyable replica his organization is building.

I must make a trip out to YBW on one of their open Sundays to see how things are coming along, its been a while since I've been there.

This month we have a fantastic article written by member James McPherson. (Reprinted with permission from UPAC LightFlight.) As a Pilot who's relocated himself from Southern Ontario to Alberta, he gives us an interesting perspective on flying in our part of the world. It reminds us of how beautiful the flying is here, whether mountains or prairies and how we must enjoy our freedom to fly. **Our Club logo symbolically implies this:** *Calgary and the surrounding area, we fly where parklands and prairies meet.*

And on the topic of sharing this splendid scenery with others, we also have a great Pilot Tip from President Brian Byl, regarding Sightseeing Flights. Always good advice. Brian also shares an update on his "exciting landing" in slippery conditions he experienced recently. This has led to some interesting STC developments which he shares with everyone, be sure to check it out.

**See you at the next meeting,
GREG.**



Sunshine state of mind

By Greg LaBine

We made a trip to Florida in mid-march and I would like to share some pictures and information regarding Air & Space venues which we took in. I must preface this with the fact that my wife is patient and indulged me and my interests in this. If it were up to me, I would have spent the entire time going from one aviation museum to another, but she actually wants to see other stuff too...who knew?

We travelled a circle route around central and southern Florida, starting and ending in Orlando. Down the Atlantic coast (Space coast to gold coast), across the Florida Keys to Key West, up the gulf coast to St. Petersburg/Tampa Bay area and returned to Orlando. This allowed us to take in many attractions including Kennedy Space Center, Little Havana in Miami, Ernst Hemmingway's house in Key West and a stop in Lakeland Florida, home of Sun 'n Fun, to name a few.

Here follows some fun facts about Florida. The **Oldest inhabited city** in the country is in Florida, it has the **Longest Coastline in the continental US**, it's the only state that **borders the Gulf of Mexico and the Atlantic Ocean**, it has the **Southern most point in the Continental USA**, anywhere in Florida, you're **never more than 60 miles from the nearest body of water** and finally, The **World's first scheduled passenger flight** occurred in Florida. It happened on January 1st, 1914. SPT Airlines flew from St. Petersburg to Tampa, using a Benoist Type XIV flying boat.

We went to the Florida Air Museum located at Lakeland Florida, home of the Sun 'n Fun fly-in event, happening this week April 09-14 and celebrating 50 years, having started in 1975. Wish I was there a month later but it's still a great stop.



**Florida Air Museum
Sun 'n Fun Expo
Campus and
Aerospace Center
for Excellence.
A great stop!**

Having never seen an F-14 Tomcat in person before, this was a real treat. It's hard to fathom how far back this aircraft goes in its development and operational history. Iran is now the last of countries to use them anymore.



Grumman F-14 Tomcat

For an aircraft that first flew in 1970, it still has a fairly modern appearance and looks fast even sitting still. Standing near it, you get the sense of how big it actually is, this thing is a beast! It has a Gross of 61,000 lbs and a MTOW over 74,000 lbs.



In the Top Gun movie sequel Maverick, they relied on CGI for the F-14 flying sequences. As fascinated as I was with this aircraft, another Navy jet on static display really captured my interest and attention.

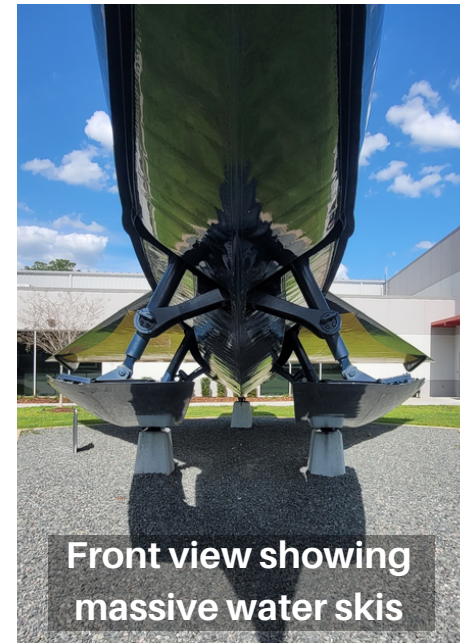
This is the Convair F2Y "SeaDart". It was a design that was flight tested but was never mass produced or put into service. This is one of only 5 ever made. They have the distinction of being the **only seaplane to exceed the speed of sound**. The hull would float on the water, then when it acquired enough speed it would get "on step" by riding on the two massive skis near the front.



Convair F2Y "SeaDart"



The only Supersonic Seaplane



Front view showing massive water skis



The F2Y was designed to overcome the problems supersonic aircraft of the time, experienced taking off from and landing on aircraft carriers. It was meant to operate from the water instead. May seem an oddity today, but it was designed & flight tested in 1953-54, then retired 1957.



The development of the F2Y is closely linked to the F-102 Delta Dagger. The F-102 eventually, through a series of improvements, would become the F-106 Delta Dart. The interesting connection with last month's meeting is that these Delta-winged aircraft were all developed in the 1950's same as the Avro CF-105 Arrow.

Question, has Piper ever built a Jet? Answer, Yes the PA-47 "Piper Jet". Only one prototype was ever built. It first flew July 2008 and was cancelled October 2011. Interestingly, a husband and wife who were volunteer tour guides at this museum were both retired Piper employees and worked on this prototype aircraft. I had an interesting conversation with them about it. This is a fantastic museum!



Above- The only "Piper Jet" ever built . ▲
Right- Spot the N number, "PJ" for Piper Jet, cool. ►

In another part of our journey, we spent a day at the Kennedy Space Center. The last time I toured there was in 2008. At that time the shuttles were still in service. Now retired, the Space Shuttle Atlantis was on display and we had a close up look.



Space Shuttle Atlantis, resting after a long service life of 33 flights 7,358 TTSN. Lol.

This shuttle had a successful career, travelling 202,673,974 km and 4,848 orbits around the Earth. That's a lot of circuits!

I've always been a nerdy fan of the space program, specifically the Apollo era, and have been fortunate enough to have visited Kennedy Space Center three times (1968, 2008 & 2024) and Johnson Space Center in Houston once. (2023)



The "business end" of Shuttle Atlantis.



One for the home team... Go Canada!

There is so much to see here, it is definitely worth the trip. If you've not been, put it on your bucket list. I get quite a profound feeling, in that it has the spirit of futuristic optimism, yet it's so historic. Apollo 11 happening 55 years ago, when it did it, it was only 66 years after Orville and Wilbur first flew.

We hung around a viewing area in Port Canaveral that evening for a scheduled night launch of a Falcon 9 booster, with a Starlink payload. The time was pushed back twice for passing weather, then around 21:40 local time they started fueling the rocket and the last two minute countdown began... then suddenly the launch was scrubbed!!! Never found out why. Many disappointed viewers there, myself included. Maybe I'll see an actual launch one day. One can only hope.



I would like to say we had a blast this vacation but that would be a real "groaner". Instead I'll say we had a ball and saw a lot of very interesting Air & Space stuff along with all the other non-aviation things we did. It was a fantastic trip!

◀ **At Key West, only 90 miles to Cuba but I don't think we have the range and may be slightly over MTOW.**

ULTRALIGHT FLYING IN ALBERTA

Some impressions from a transplanted Easterner By James McPherson

Between September 6th and 10th of 2020, I flew my SportsStar from my then home base of Collingwood Regional, ON (CNY3) to a new hangar at Olds/Didsbury, AB (C- EA3). A month later my wife and I moved ourselves and many “things” to a new house and a changed retirement in Canmore, a resort town in the Rockies close to Banff National Park. November was devoted to settling in but on December 2nd 2020 I started flying again. I’ve been aloft over Alberta in every month since then. This article sets out some of my impressions gained in hope that more UPAC members will consider flying here.

In general terms, the recreational flying scene in Alberta is advanced but ultralights are still in the shadow of General Aviation aircraft. Perhaps it’s Alberta’s prosperity, perhaps it’s the cold snaps, perhaps it’s because things are not crowded here and it’s an advantage to be able to cover longer distances.

That said, the Calgary Recreational Flying Club (COPA Flight 114) by word and deed welcomes all types of planes and pilots, whether ultra-light, experimental or fully certified to its monthly meetings and SkyWriter newsletter.

I’ve landed at dozens of Alberta airfields by now and have yet to hear a negative syllable about ultralights, only interest and enthusiasm for our type of flying. Winter’s Air Park (CFY4) at Indus is one of many grass strips close to Calgary and noteworthy for the number of ultralights there.

One pleasant surprise is the quality and quantity of comfy clubhouses at small airports. Olds/Didsbury, Beiseker, Brooks, Flagstaff (Alberta, not Arizona) and of course Indus are some of many that I’ve used. Usually there is a coded door with broad hints as to what to punch in, and if not, usually a good guess (think emergency or local frequencies) will do. Clean facilities and well stocked vending machines or honour jars make short cross countries a pleasure even when, as is often the case, nobody is there to greet you unless it’s a summer weekend! It feels like a real fraternity.

Another pleasant surprise has been the frequency and duration of good flying weather all year long. It was by no means by chance that most Commonwealth Air Training Crews did their initial flying over the prairies: there is more open ground yes, but lots and lots more sunshine.

From Canmore to Olds is a 2 hour drive, a tough adjustment after living within 20 minutes of Collingwood Regional. But I can usually plan to get 2 or 3 days of good VFR flying at a time and for me overnights in Olds are easy.

Winter weather keeps many pilots grounded, but winter flying is often excellent. Cold snaps are deep, but short, (heated hangars are nice) then the warm chinooks winds arrive almost on schedule. Snow cover is much less of a problem than in southern Ontario. It's dry and scanty. I'm told that Calgary does not clear the streets of snow and from my own observations over many winters that is true.

Two weather factors do impact the daily fly or don't fly question: Winds, which can pick up in a hurry, and winter ground fog. The latter has proven to be the biggest issue with my winter flying. Nav Canada tries to predict it, but it's so low lying and sporadic that it's a hazard. One learns to keep a close eye on the ground no matter the weather. The layer may only be 60 feet thick but it starts at ground level so in any emergency over that white blanket one would have a problem.



Unintentional selfie taken on a flight near Banff

A related issue is forest fire smoke, which can occur from early spring to very late fall. Smoke is insidious, one can see for 3 miles one moment and in 10 seconds be into smoke so thick that the ground disappears. These thickenings are random, hard to see from afar, and demand the utmost caution.



C-IDBJ from the new member-built club house at Indus

By early 2021 I began to venture into “The Rocks” as the mountains are called. It’s a novel thing to be looking up at landscape all around. I choose only “Slam Dunk” days. From talking, reading and trial experience I have become quite comfortable with flying into the mountains WHEN, and only when, weather is good, pireps are favourable, and the longterm outlook from Nav Canada’s experts is good and truly long term. I’ve turned back many times, always a little wiser for the next time.

Thermals and rotors are less of a factor on quiet cold days than warm ones. In winter it’s imperative to have emergency clothes, food, fire starters, show shoes and some form of satellite communication. I use a ResQ Link PLB and derive great comfort having it tied right to me. Flying only over roads while in the mountains is a good idea, but not always possible.

Intensive route planning, good maps and up to the second situational and route awareness are keys. So are at least one and better two back door escape routes kept open. Parks Canada has a vast array of visible trails even in the remotest areas of the 4 contiguous mountain National Parks (Banff, Jasper, Yoho and Kootenay) and the rivers throw up many gravel bars that offer a bit of peace of mind. I have taken flights over areas such as the Siffleur Wilderness that are challenging, but under the right conditions they are do-able. Take bear spray and know how to use it in case a black or brown bruin comes sniffing to find out what just landed in their backyard.

Here are two last notes on mountain flying. First, there is a lot of helicopter traffic to listen and watch out for in some locations. There are constant tourist flights around Canmore, Banff and near the Colombia Ice Field. SARS rescue flights are also common for climbers, injured skiers and road accident victims. Heli pilots excel in keeping others informed of where they are but one must listen.

The second factor is to know the height of passes and have altitude to spare when crossing them. Highwood Pass southwest of Calgary is the highest pass in Canada with a paved road.



Glaciers near Lake Louise, August 2022

It tops out at well over 7000 feet ASL and the the Clearwater Pass which I have cleared a few times (no road, but a horse/hiking trail) is over 8000 feet ASL. Clearing these passes can be easier than anticipated, or the opposite. On one occasion a steady updraft took me to over 11000 feet in only a few seconds and gave me a bit a surprise as well as lots of clearance for the way ahead. Flying over flatter ground is just as pleasurable and more common. The Red Deer River badlands are spectacular, winter or summer and easy to access.

I enjoy hunting for Alberta's legion of ghost towns from the air, and even better is to follow the miles and miles of abandoned rail rights of way. They leave one awestruck as to the amount of labour, money, engineering expertise and hope put forth here in the early 20th century before gas engines and paved roads changed everything.



The Battle River Railroad, longest straight stretch of rail in Alberta, purchased from CN in 2010 by a co-operative of local farmers, shipping grain and running passenger excursions.

And this born and bred Ontario farm boy is still taken aback by how much stuff that is good to eat is grown here! Feed lots, endless fields of canola, wheat, corn and grazing cattle stretch to every horizon. The scale of the farms and size of farm equipment below the wings is beyond impressive. And it isn't all the same. There are grasslands, near deserts, "knob and kettle " hills and aspen groves, dry lakes, alkali lakes, foothills forest lakes, its never boring. The aspen are golden in the fall, the fields of stubble golden in winter. Spring rains bring a delicate green unlike that in Eastern Canada. And the clouds in summer are magnificent.

One big factor differs from where I flew in Ontario. Collingwood sits at 730 feet ASL, Olds at 3360 ASL and the Red Deer Forestry strip (CFR7), a nice foothills destination for us is at 4646 ASL. Aircraft performance difference is noticeable, and not just on hot humid days. One must learn to adjust. Enough said.

Stepping stones to Alberta are Elliot Lake, Wawa, Marathon, Chapleau, Geraldton, Atikokan, Kenora, Dryden to name some for some eastern UPAC folk to fly patiently and safely through the challenges of Northern Ontario. Your reward will be fine flights, warm welcomes, and great memories!

(*Ed-This article was reprinted from UPAC LightFlight)



Dry Island Buffalo Jump



Making use of a "Government maintained Transportation Facility"

On a flight in late January I was landing in a crosswind and had slowed down to less than 15 mph near the end of my ground-roll. The tail started to swing to the left due to the x-wind and I applied corrective rudder and then brake. The swing worsened and I left the runway going almost completely sideways. It was not a fun ride!

Although the runway was almost completely clear of snow the top inch or so of the runway surface was extremely muddy/greasy mud with a hard layer of frozen surface below that. My left wheel was in the wet greasy surface while the right gear was on the drier surface. Needless to say as I applied braking to slow down the left gear just slid while the right wheel had sufficient grab to pull to the right.

I thought there had to be way to prevent this from happening and decided a set of tires with an aggressive tread pattern and grip would be the perfect solution. Luckily, I had a worn out set of tires that were great candidates for retreading. I looked for a suitable tread that could give me the grip required and was able to get the tires retreaded and installed. I haven't flight tested them as yet as the runway is still covered with snow and very soft and slippery. Maybe in a week or so I get some flight tests.

I'm looking forward to less exciting landings in the future during spring conditions. The paperwork has been submitted and approval for STC SA10404202 is expected shortly.



Sightseeing Flights

Featuring Bob Martens



Question:

I'm planning to take my niece and nephew on a sightseeing flight. I've never done this before. Is there anything special I should tell them before takeoff?

Answer:

Sightseeing flights always make me a little nervous because of the fact that they take place close to the ground and contain a built-in distraction. Neither of these situations is ideal.

A key to keeping these flights safe is a solid preflight briefing to our passengers. Along with our standard passenger briefing, they need to know that we will not make any low passes over people or places on the ground. It's dangerous and inappropriate. They also need to be briefed on airsickness since sightseeing flights might involve extra maneuvering flight.

The subject of a sterile cockpit needs to be clearly understood so that there are no distractions to the pilot at inappropriate times.

Most importantly the pilot needs to *fly the aircraft*, safely and judiciously throughout the flight. Slow flying or steep turns will not only unnerve the passengers, but can put the aircraft dangerously close to a stall at low altitude.

No matter where we fly, we need to thoroughly understand where we can safely operate and what we must avoid. With good preparation and forethought, a sightseeing flight can be a joy for all concerned. Have Fun.

Tip Courtesy of Pilot Workshops

Brian's Last Word:

One of the ways we can share the joy of flight is by taking friends and non-pilots up to enjoy the freedom and wonder of flying our own aircraft. But there is a great responsibility that comes with sightseeing flights.

First of all, we need to make sure that it will be a safe flight. As stated the first thing you must do is give a thorough pre-flight briefing to your passengers, so they know what they can and cannot do, sterile cockpit, flight regimes and manoeuvres and emergency procedures.

Second, we need to operate in a safe and smooth manner to make sure the passenger is not surprised or frightened and feels safe the whole time. Explaining what you are doing goes a long way to keep them comfortable, calm and less anxious.

I have done numerous flights with non-pilots and make sure I always do a thorough preflight briefing. I make sure they know what to expect and what my expectations are from them to make the flight as safe and enjoyable as possible.

We don't want to scare our passengers – after all they might decide they want to learn how to fly and join us in this wonderful hobby.





Calendar of coming Aviation events

April 13, Saturday-

COPA Flight 171 - 2nd Saturday Fly-In Breakfast at Medicine Hat Airport (CYXH)
8:30am - 11:30am. COPA 171 hangar.

April 20, Saturday-

COPA Flight 157- Iron Creek Flying Club, Coffee & Goodies Fly-In at Flagstaff Regional Airport (CEK6) 9:00am - 1:00pm. Flagstaff Regional Airport Killam, AB.

April 27, Saturday-

Rust Remover- The event will satisfy the two year pilot recurrency requirement specified in the CARs. From 10:00am until approximately 14:00 or 15:00.
At the Westlock Airport (CES4). Cost \$30, including lunch.

April 27, Saturday-

Wheel's N Wings Breakfast. Please join us for breakfast! \$5 gets you breakfast and able to peruse some of the sweetest rides in town!
9:00am - 12:00pm.
Medicine Hat Regional Airport (CYXH).

CLASSIFIED

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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

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OSPREY 2 PROJECT

\$10,000 obo



*Ed- Stock photo not actual aircraft

Osprey 2 project with MDRA paperwork, signed off ready to close and final inspection. Includes new instruments, radio and an O320.

Fuselage centre section opened up for upgraded retract gear. All other woodwork complete, retract gear installed. Instrument panel and centre console ready to install. Full instrument package in original packaging.

Wings complete, ready to cover with aftermarket fibreglass tanks. Tail section complete and ready to close. Some fibreglass work still remaining.

Engine package is from another Osprey and includes engine mount, propeller, cowling and O320 with 67 hours in the logbook. New exhaust system required.

\$10,000 or best offer, it needs to go soon.

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