Volume 19 February 2025

SKYWRITER

Calgary Recreational Flying Club

COPA Flight 114

CALGARY RECREATIONAL FLYING CLUB

COPA

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.

THIS ISSUE

Featured on the Cover:

Long time club member and former club Executive Carl Foreman with his beautiful RV-9 which he built.

PRESIDENT'S MESSAGE

February 2025 ***BRIAN VASSUER***

Hello to our members.

I am Brian Vasseur and I am the Vice President and acting President of the CRFC. Brian Byl has done an amazing job of President for many years.

Two other executives Stu Simpson and Greg LaBine also chose to step down and I want to thank all three for their contribution. Greg will continue producing our very high quality newsletter.

Our January guest speakers Drs. Scott Forsyth and Mindy Gautama from YBW Aeromedical gave a very informative presentation that gave me a completely new understanding of how the process works. I was very uninformed about all the things that could affect your medical renewal and I will be much more diligent about reviewing everything ahead of time with my aviation doctor.

February has not started off as a good month to do any flying. With temperatures hanging around minus 25 it's just too cold to stand around trying to preheat the plane. I took two weeks vacation at the start of February and I hoped to do a few trips. Instead I'm going to jump on a plane to Phoenix and warm up a bit.

This will be the last newsletter if you haven't renewed your membership, so please contact Andrew to renew. He will be collecting annual dues for the 2024-25 season which are still a very reasonable $30. Andrew will gladly accept cash, cheques and e-transfers.

I'm looking forward to seeing you all at the next meeting Wednesday, February 12th at the Hangar Flight Museum.

Brian

Newsletter Update

Newsletter Editor *GREG LABINE*

Second half already!

Here we are in February, the first month of the second half of our meeting season. Also, I'm sure many of you are enjoying the *lovely* weather this month provides, as it has the dubious distinction of being the "Coldest month of the year". Time to hit an all-inclusive and put my feet in the water, butt in the sand and drink in my hand!

I would like to welcome our incoming President **Brian Vassuer.** I would also like to thank him for stepping up to take the reigns of our club. Additionally, I wish to thank the current executive members **Andrew Crocker, John Kerr** and **Al Baljak** for staying on to keep the club moving forward. Lets get behind them.

If you have any ideas or suggestions for activities or guest speakers you would like to see , I'm sure they would welcome and appreciate your input and feedback.

This month we have more great content. Brian Vassuer gives us another installment on IFR Flying. This time it relates to VFR and IFR aircraft co-mingling in the same space in VFR conditions and presents a clearer picture of why each of these pilot's mission may differ and how to avoid any problems.

Stu Simpson provides us with a thought provoking piece on the importance of Pilot Decision Making. He shares with us a personal flight experience as an example to illustrate this essential skill in practice and it's role in potential outcomes. Stu also wants feedback from **YOU** so we can all benefit from discussing this critical topic.

Ed D'antoni tells us about a recent acquisition of a Rans S6 aircraft project he picked up in Campbell river, BC at the urging of Norm Vienneau. He details the rebuild work he's done on it and the painting process he employed. Its a good short read with lots of great pictures.

Next meeting is **Wednesday, February 12, 2025 at 19:00.**

See you then!
GREG.

FLYING IFR
By Brian Vasseur

I've been wondering what to write about as follow-up articles explaining IFR. To be clear, I know only enough about IFR flying to pass a checkride but I think some of what I know will be helpful for the VFR pilots to understand how to work with IFR aircraft.

One of the things that never made sense to me as a VFR pilot was why aerodromes always had a circuit pattern that everyone was expected to fly but IFR aircraft would call up on a 10 mile final and expect everybody else to accommodate them. This made sense during IFR weather but why do these pilots expect to do their own thing on a clear VFR day?

It all makes sense to me now.

Most instrument approaches are not designed to have the aircraft fly a normal circuit once it gets close to the airport. Ideally, the aircraft will find the glidepath between 5 and 10 miles back from the runway and will fly a standard 3 degree long final to touchdown. This guarantees obstacle clearance and allows for a stabilized approach. IFR pilots fly the same procedure whether it is a sunny day or solid whiteout as a way to consistently and accurately fly the plane.

The challenge in mixed airspace is how both IFR and VFR traffic can play well together. Olds Didsbury airport (CEA3) is commonly used for IFR training and that airport doesn't have a tower. It also has a lot of VFR students in the circuit. As an IFR aircraft you will be talking to Edmonton Centre until you are near Carstairs at 9000'. They will then give you an approach clearance to CEA3, a missed approach clearance to leave CEA3 (assuming you fly over and don't land) and instructions on how to proceed until you are back in touch with them. They then clear you "out" of controlled airspace so you can get on 126.7 and the local frequency and start coordinating with the VFR traffic in the area.

Even though the controller has cleared you out of their airspace you are still expected to follow the IFR clearance they have given you. So you fly to one of the initial approach fixes (IAF), and fly the published procedure to the chosen runway, either 10 or 28.

You make radio calls announcing your intentions and expected time over the field so the VFR aircraft can extend their downwinds or delay their takeoffs to avoid a conflict. There isn't really a way to adjust your IFR approach to accommodate VFR aircraft, but the CARS also state IFR aircraft don't get priority. So you use a calm voice on the radio and hope everyone is friendly or you may need to go around and do the full procedure again.

Having IFR aircraft in the circuit probably isn't helpful anyway. If you're in a typical GA single doing 90 mph in the circuit with a Seneca that needs to do 130 mph, that Seneca will need to do at least a 3 mile final for spacing which will delay the circuit for everyone behind them. It's easier to extend your downwind a bit and let IFR traffic fly their procedure, they will be out of your way pretty quickly.

When practicing IFR you don't do touch and goes. You fly down to the minimum descent altitude, usually 200 or 300 AGL, and then start your overshoot. You fly to a waypoint about 5 miles ahead, climbing to the published altitude, then load up your next flight plan with the controllers next set of clearances. You will then fly that until you are back in touch with Centre and cleared into controlled airspace.

This makes it easier for planes on the ground, as IFR training aircraft probably won't mind if you're backtracking or landing just ahead of them. They may start their overshoot above circuit altitude anyway depending on the type of training they are doing.

The next time you hear an IFR aircraft pushing their way into the pattern 10 miles out, try and remember they're following a published procedure and they would really appreciate if you could help them out a bit.

DECISIONS, DECISIONS

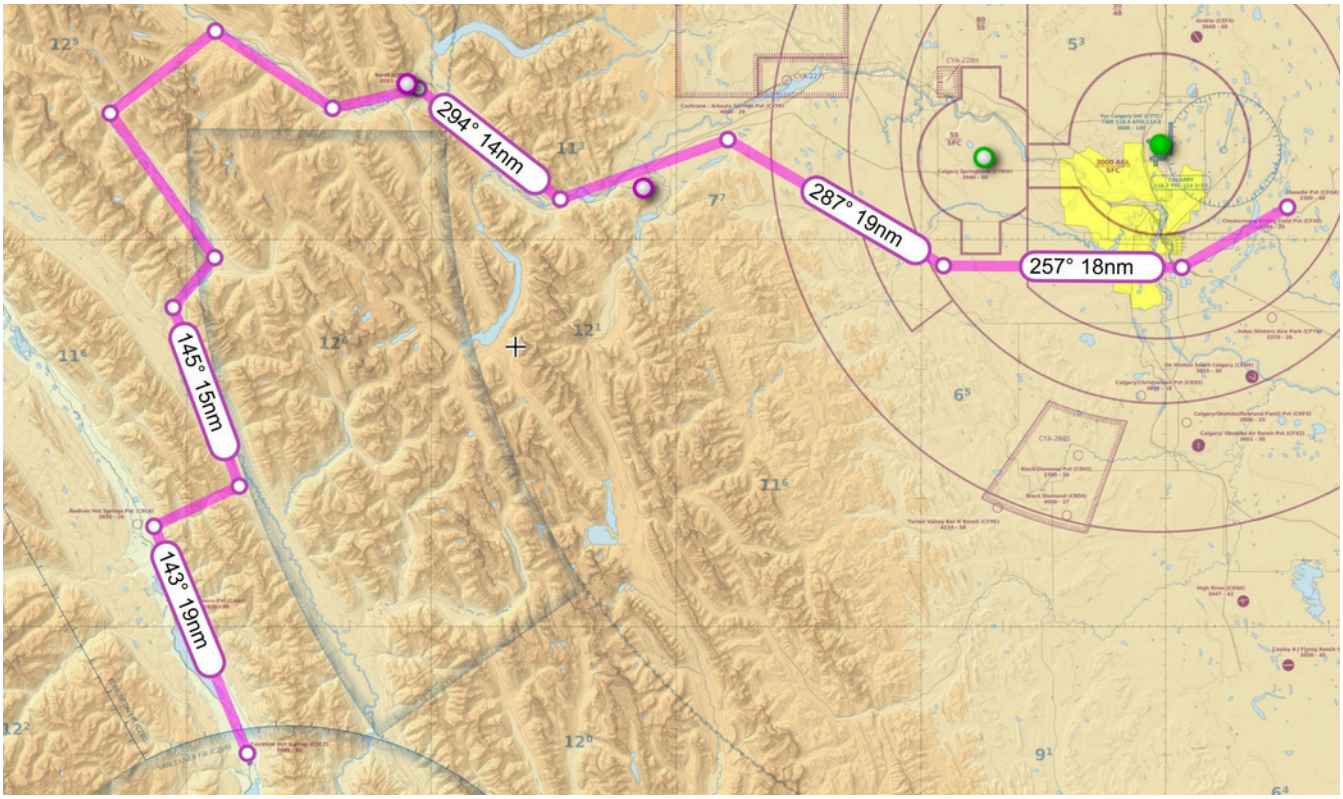
By Stu Simpson

Aside from our basic skill set for actually operating and flying our airplanes, just as important are our decision making abilities. That covers everything from when to make a simple radio call to choosing whether or not to fly at all on a particular day.

Having said that, I want to know what you think of a decision I once made, and what you'd have done in the same situation. This wasn't a major life changing choice, or a dangerous do-or-die scenario. It was nothing dramatic at all, but there was a chance that it could have mattered. It's about a minor routing change during a mountain flight.

I'll explain.

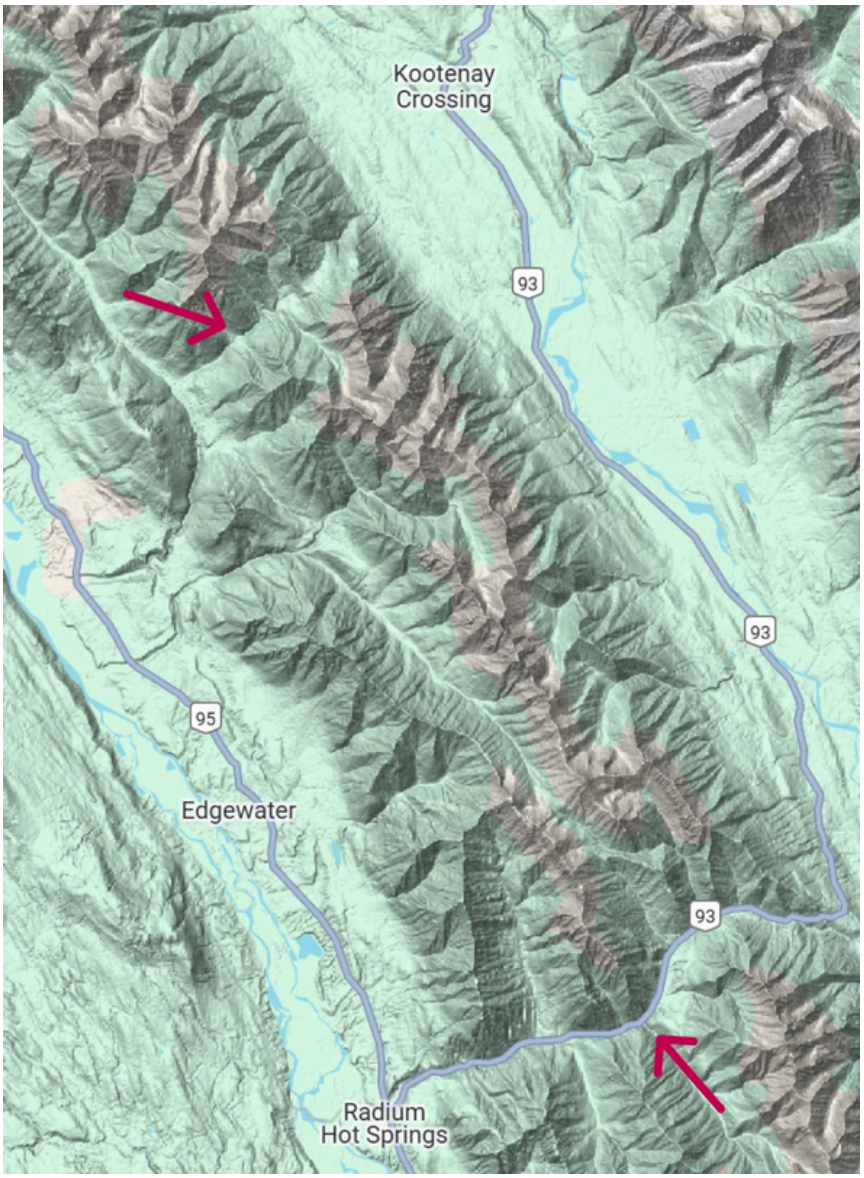
A few years ago on a fine September morning I was flying my Cavalier to the Fairmont Hot Springs airport in the Columbia Valley in BC. The locals there were hosting a fly-in breakfast and I wanted pancakes. I was flying alone, expecting to meet Gerry Macdonald and Barry Wood there, and hopefully some other friends. Pancakes are always better with friends.



My planned route to Fairmont is pretty zig-zaggy, which is typical of mountain routes, especially ones that follow highways and railways. Image courtesy of Skyvector.com

I dutifully filed a detailed flight plan and took off from Kirkby Field. My route from Kirkby's was a pretty safe one. I flew around the south end of Calgary and Spingbank and picked up the TransCanada Highway. I followed that through the Bow Valley and turned to track Highway 93 from Castle Junction. It goes over the Divide at the Vermillion Pass and into the Vermillion Valley to the Kootenay Pass and a spot known as Kootenay Crossing. From Kootenay Crossing I'd continue south along the highway to scoot west through the pass that leads into the Columbia Valley at Radium. It's just a few more minutes south from there to Fairmont.

So, here's where the dilemma arose. When I got to Kootenay Crossing, as noted, I planned to continue south along the highway. But when I looked ahead to the southwest I spotted a low saddle through the western ridge of the valley. It empties out to Highway 95 in the Columbia Valley between a couple of hamlets called Briscoe and Edgewater. The highest spot is about 6000' ASL and I was at 8500'.



I really wanted to take that route, so I weighed all the options and potential consequences and made my decision. But before I tell you what route I chose, I'll share my decision making process.

You'll see that I planned for the worst case scenario of a forced landing in mountainous terrain.

◀ ***Two potential routes into the Columbia Valley from Kootenay Crossing. The top arrow shows the saddle southwest of Kootenay Crossing. The bottom arrow shows the highway's path between the Kootenay and Columbia valleys. The highpoint of the highway is 1500 feet lower than the saddle to the north, making the pass deeper and more steeply sloped. Image courtesy of Google Maps.***

While I know I could have easily just gone over top of everything, I much prefer to follow roads and valleys in the mountains because it drastically improves my odds of location and rescue if there's a forced landing, and it makes it much safer for search and rescue personnel who respond.

The Pros and Cons

- Pro: The pass looked very inviting with some beautiful scenery and covered a bit of territory that I hadn't flown over before.

- Con: It would be a deviation from my flight plan.

- Pro: It would only be a minor deviation, and if I was forced down there was some reasonably hospitable territory where it could happen, including logging roads, gentler slopes, and a wide pass.

- Con: However, it was in mountainous territory, and I know that can definitely make things worse in an emergency.

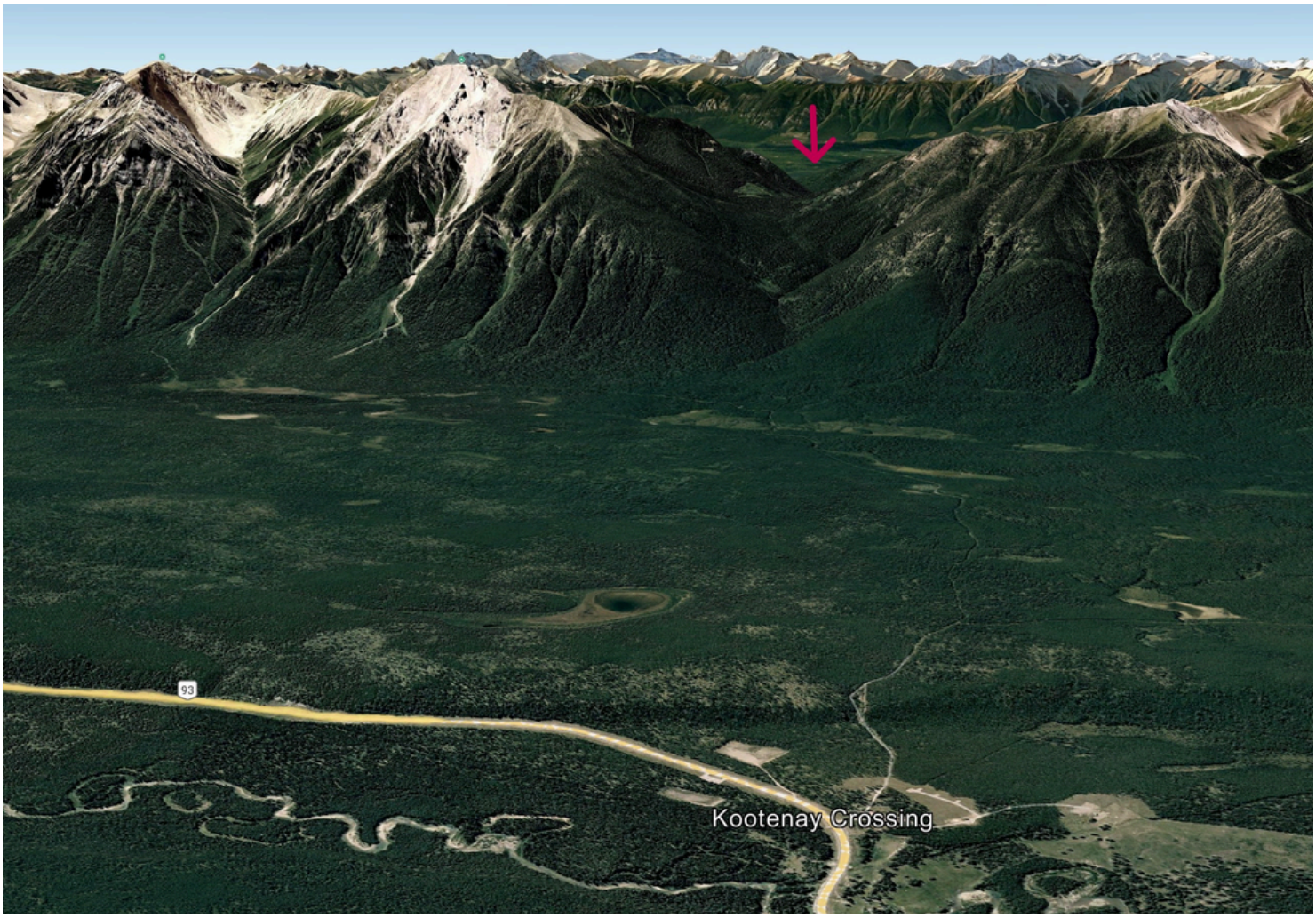
- Pro: If I flew the deviation, I'd actually be over Highway 95 in the Columbia Valley sooner than if I continued along my planned route. The Columbia Valley has much flatter and more open terrain, and easier radio access to RCOs (remote communication outlets) than does the Kootenay Valley which sits in a national park. The Kootenay Valley has plenty of stretches with no cell phone coverage on the ground, and much less open terrain in the event of a forced landing.

- Con: I'd be deviating from my flight plan and if I was faced with a forced landing, searchers would start looking first along my flight planned route.

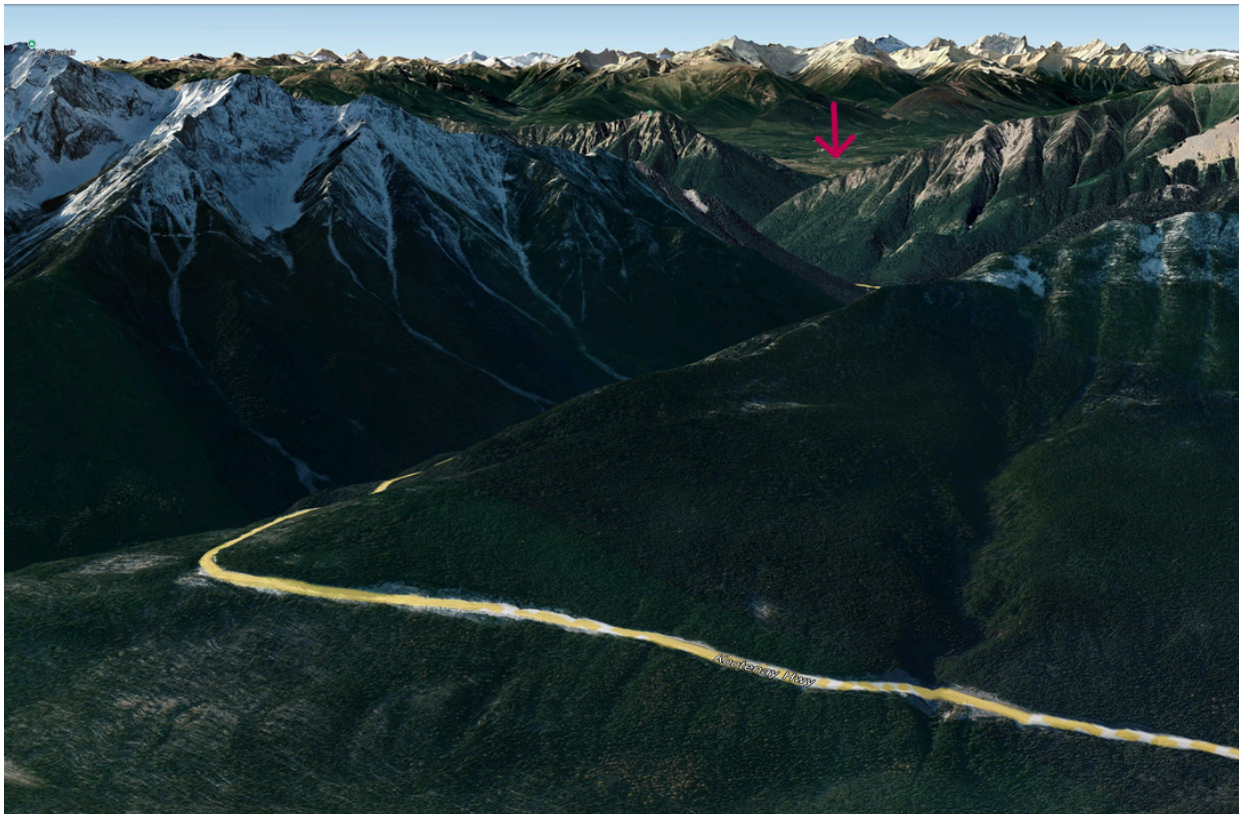
- Pro: I had a working SPOT locator beacon that would help tremendously for locating me if I was forced down anywhere. Note that at the time I had a 121.5 MHz ELT which I carried by regulation but that I completely discounted as a useful tool for any rescue activity.

- Con: Deviating would add a couple of miles and perhaps a minute to my total flight time. Honestly, not much to worry about there.

- Pro: I would avoid the narrower, deeper pass between the Kootenay Valley and Radium. Honestly, that's the most hazardous terrain to traverse on this route. The odds of a successful a forced landing and subsequent rescue there are diminished due to the steeper, more heavily treed terrain.
- Pro: The Cav was running beautifully that morning, as usual, and I had no immediate concerns about my engine's health.
- Con: I know full well that an engine can fail, however the odds of the Cav's O-320 coming apart on me in the next few minutes were very, very low.
- Pro: My deviation would have me off my planned route for only about twelve minutes. And if something did go wrong, I'd be over much more friendly terrain with more options, better comms, and much easier access to rescue services than if I was over the Kootenay Valley.
- Con: Once again, I'd be deviating from my flight plan without informing flight services. That's because I couldn't reach either the Invermere or Golden RCOs from my position and altitude as they both sit low in the Columbia Valley and were blocked to me by terrain.



What you see looking southwest over Kootenay Crossing at 8500'. It makes for a pretty easy hop into the Columbia Valley, shown by the arrow. Image Courtesy of Google Earth.



◀ Here's the view at 8500' looking southwest into the pass where Highway 93 leaves the Kootenay Valley into the Columbia Valley at Radium, shown by the arrow. Image Courtesy of Google Earth.

So, after weighing all the options I chose to make my deviation, to fly straight from Kootenay Crossing to the saddle directly ahead and into the Columbia Valley. I felt the odds were very much in my favour, and that if something did go wrong making the deviation would actually improve my situation compared to staying over the Kootenay Valley.

Once I got to the Columbia Valley I didn't bother with a radio call to amend my flight plan because by the time I had that task completed, I'd be back on my planned route over Radium.

So, what do you think? Was my choice a good one, or bad? It was inconsequential in the end since nothing went wrong, but should I have stuck to my original plan? Was the deviation minor enough that it really didn't matter, or did it have a high potential to cause a great deal of grief for me and search responders had I gone down?

What would you do?

Please consider sharing your response, anonymously if you like, with other Skywriter readers by submitting it to Greg LaBine via e-mail at:

crufcnews@gmail.com

Rans S6 Construction

By Ed D'antoni

In early March of 2024 Norm Vienneau pointed out a Barnstormer's ad for a complete S6 kit in Campbell River BC. A coffee klatch friend Wayne Clark was heading to see his parents on Vancouver Island and suggested I go with him, and we check it out.

The kit was complete except for engine, instruments and engine mount. The fuselage had been factory assembled, otherwise no other work had been completed. These pictures are of the complete S6 loaded in Campbell river on Vancouver island, and its final destination Calgary, Ab.

Loaded up and ready to go.

Destination Calgary, Alberta.

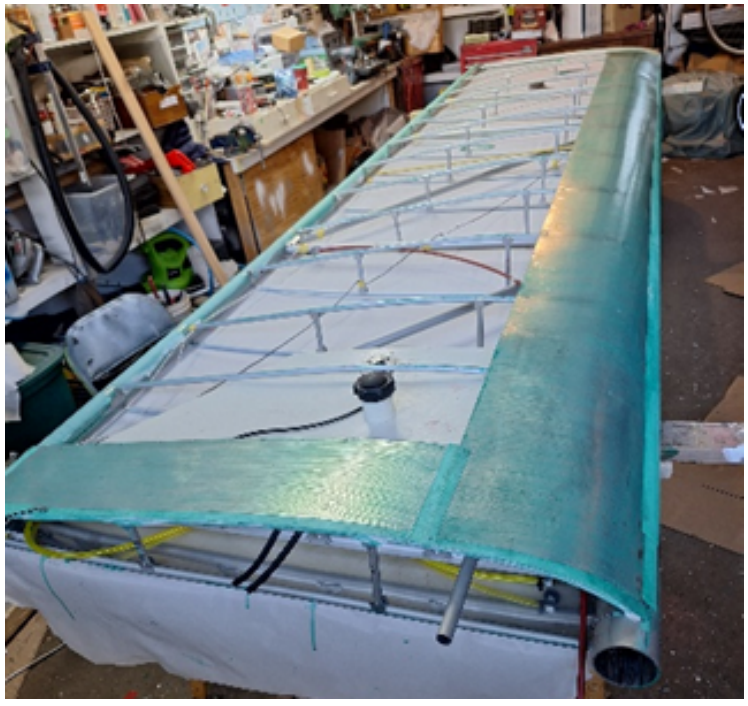
I started with the most difficult task, wing construction. First a ridged frame is constructed. To ensure I made both for the same side, I constructed them, mirror image one above the other.

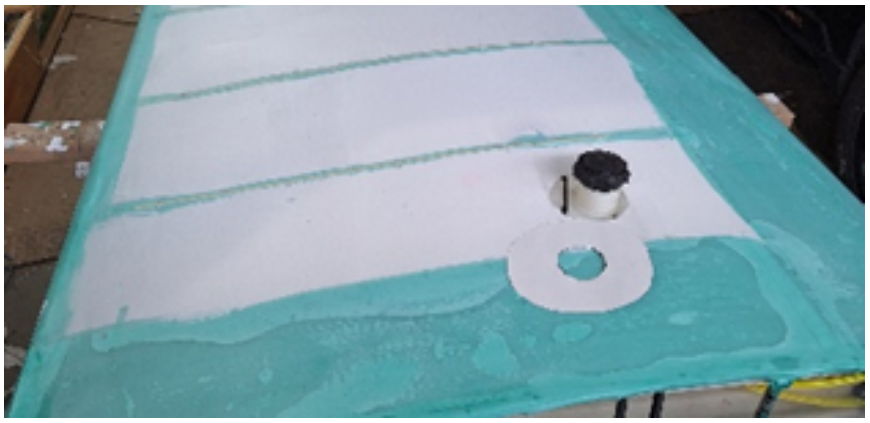
Next I constructed a rib jig, then the ribs constructed and installed on the frame.

The fuel tanks installed, and the leading-edge aluminum epoxied into place.

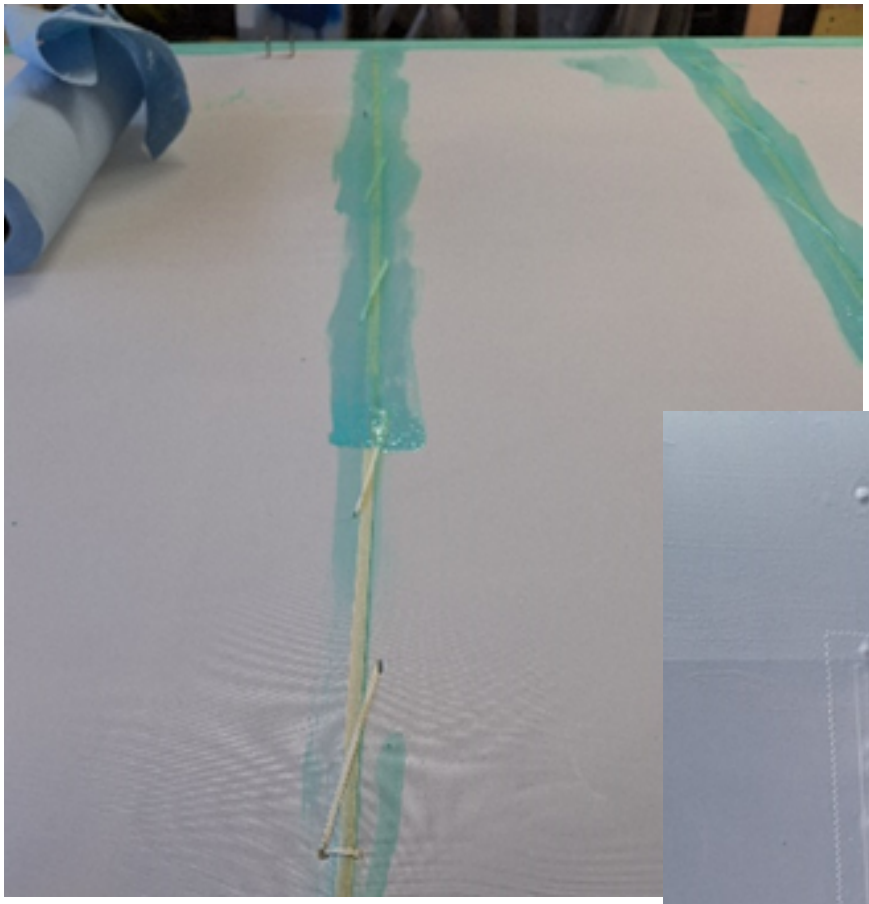
Covering is done in Stewart System fashion. Instead of their $300/litre I use 3M Fastbond Contact Adhesive 30NF available from Edmonton Fasteners for $65 per litre. There are a number of YouTube educational videos of this covering method. I don't understand why aircraft covering uses "Pinked" instead of straight tapes. Pinked tapes require numerous coats of paint to minimise roughness along their edges while straight tapes are almost invisible after the first coat of paint.

Wing bottom is covered and stitched first.





Thin aircraft plywood sheet is placed around all cutouts so that covering does not leave gaps around items like fuel filler, and landing gear.



Wing bottoms spiral stitched ◄ as per Ran's instructions.

Tops were conventionally stitched ►

Completed wing

Ailerons, flaps, rudder and elevator must be mounted and blind nuts installed prior to covering. Hinges and control horns removed. Parts covered then hinges reinstalled. Electric elevator trim has been substituted for Rans Cable system.

Rudder Control Horn

Aircraft Covering and Painting details:

After covering, KILZ3 primer is applied. To ensure good adhesion, use a generous coat of primer that has been thinned with windshield washer antifreeze. This is a good time to apply black primer or paint to prevent light from penetration through the framework.

Tremclad Gloss White water base is then applied with a foam roller.
Thin to a consistency you are comfortable working with. Three coats will completely cover and produce a good shine.

Except for windshield the entire firewall aft is complete. I am currently trying to design a paint trim scheme. I needed it like a hole in the head but it is now complete except for the Engine installation.

I have a flying 912 ULS powered S6, and an Evektor SportStar so I am not sure what I'll do with this S6.

Calendar of coming Aviation events

First Saturday each month-

CEN3 Three Hills, AB. Fly- Coffee 9:00 to 12:00 noon.

Second Saturday each month-

CYXH Medicine Hat, AB. Fly-in Breakfast 8:00 to 12:00.

Third Saturday each month-

CEK6 Flagstaff - Killam/Sedgewick, AB. Coffee and Treats by Shelly.

Third Saturday each month-

CEG4 Drumheller, AB. Coffee.

Fourth Saturday each month-

CEX3 Wetaskiwin, AB. Coffee 9:00 to 12:00

(Ed.- Thanks to Dennis Fox for furnishing info on these events)

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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Buy and Sell

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.

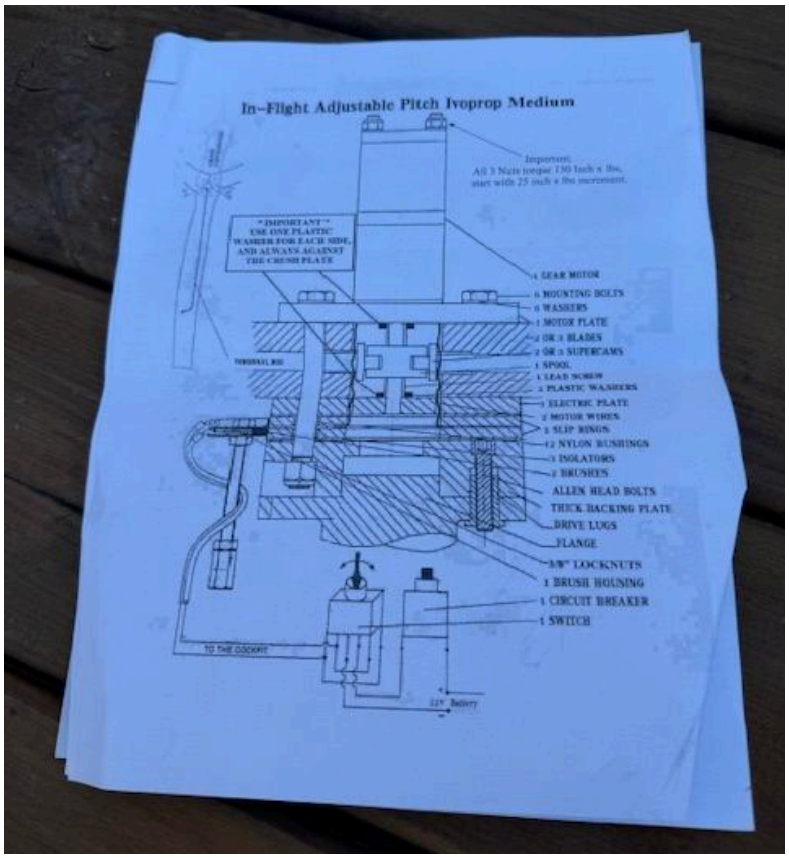
Brian Byl **(403) 861-6716** **bbyl@shaw.ca**

Medium IVO In-flight Adjustable Prop **$4,200**

Brand new still in box complete system Medium 3 blade 72" in flight adjustable Ivo Prop for sale that comes with manuals. Spinner included. Aircraft Spruce price is **$5,250.** without spinner. My price is **$4,200.** with spinner.

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

Medium IVO In-flight Adjustable Prop



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