



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:

Brian Vasseur, our club Vice President, landing his Zenair CH250 at Kirkby Field just ahead of some approaching weather.

Photo Stu Simpson

PRESIDENT'S MESSAGE

APRIL 2024

BRIAN BYL



Well, up until today, I thought like everyone else that spring was finally here to stay but Mother Nature has other ideas.

We're almost at the end of April and at this writing we're being told to expect rain, snow and more wind for the next four days. So much for spring! It better bring on May flowers!

My new April 1st STC was well received by CRFC and Cessna 195 club members. I had several inquiries and comments so I guess I did a good job! It's fun when you can make it realistic enough to fool people.

We had 22 attendees at the April meeting and we completed the 2023-2024 Flight Crew Recency Requirements Self-Paced Study Program.

Since at least one of our members flies a powered-parachute we also did the questions related to that form of flying. Everyone who completed the program is current for another two years, so don't forget to mark it in your logbook.

If you didn't make it to the meeting, you can print out the Self-Paced Study Program, and complete it at home. Completion of this questionnaire satisfies the 24-month recurrent training program requirements of CARs 401.05(2)(a)

Here is the link:

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

I had an interesting visit to Saskatoon earlier this month. I visited the son of a bush pilot that I had worked with at Norcanair back in the early 1970's in La Ronge, SK.

Murray recently retired from the Saskatchewan Air Ambulance Service and has been giving rides for the Saskatchewan Aviation Museum in their Tiger Moth and Harvard.



Murray and his Cessna 180 CF-PXT

Last year he bought a Cessna 180 and, when he brought it back home to Saskatoon, the director of the museum told him that his Dad probably flew the same 180 when he worked for Norcanair. He checked with his Dad, and yes, he had flown it. I also remember fuelling it up on floats and skis. I've included a photo of Murray and CF-PXT.

I was also able to visit, courtesy of Murray, the Air Ambulance hangar and meet their Chief Pilot. He gave us a quick tour of several of the Beech King Airliners they operate throughout the province. He told me they are getting a new one that will have an automatic stretcher loading system that will make things much easier for loading patients. It was very interesting. See the photo.



Photo by Stu Simpson



King Air Cockpit

I will not be able to attend the May meeting, so Stu Simpson will be leading the meeting. The main topic of discussion will be about “close calls”, so if you have any stories or incidents to share please bring them up at the meeting. This promises to be an interesting and educational discussion.

We do need some ideas and suggestions for meetings, discussions, topics and guest speakers. Please make your ideas known to anyone on the executive. Don't forget it's your club and your ideas and suggestions will contribute to the success and enjoyment of our meetings.

Don't forget our meeting is **Wednesday, May 8, at 19:00** at the Hangar Flight Museum.

Have a good meeting!

Brian



Newsletter Update

Director/Newsletter Editor **GREG LABINE**



Hot off the press, the latest Skywriter!

So here it is, my latest installment all compiled and scraped together for your perusal. This month we have more great features including a “blast from the past” article from Stu Simpson, which originally appeared in Skywriter back in 1996. It’s kinda cool to have a

nostalgia piece like this to reflect on where club members were then and how far they’ve come today.

I’ve also updated the Event Calendar page with info I received courtesy of club member Barry Davis. Thanks Barry.

I am calling on ALL members to send me pictures, stories or anything else to fill our newsletter up. I’ve been relying on a handful of people to submit content and they are suffering from writer’s cramp. We need more participation from our membership. If you’re not sure how to tell your story, that’s okay, contact me and we can piece it together. I’m happy to!

Update! There have been some new developments on the proposed ultralight regulation changes, **NPA 2024-001**. I’ve received two differing pieces of information, which are detailed below.

The first piece of information was from Stu Simpson, who forwarded the following from the COPA email newsletter:

*“Transport Canada have issued a **“What We Heard”** report, outlining the feedback they received. As a result, TCCA will remove the proposed amendments to the definition of ultralight aeroplane.”*

To get the full picture, you can read the **“What we heard”** report at this Link:

<https://wwwapps.tc.gc.ca/Saf-Sec-Sur/2/NPA-APM/doc.aspx?id=12680>

To summarize, here's what I gleaned from it, regarding sections that most were concerned about:

"On January 4, 2024, Transport Canada Civil Aviation (TCCA) published a Notice of Proposed Amendments (NPA 2024-001) to consult on a proposal to amend the Canadian Aviation Regulations. The consultation occurred 35 days and closed on February 7, 2024. TCCA received 245 submissions. A significant number of comments related to the proposal to amend the definition of Ultralight Aeroplane.

To Clarify Ambiguous Definitions: *Most of the feedback received pertained to the proposal to amend the definition of ultralight aeroplane. Respondents cited various unintended potential consequences including the possibility that the change could result in loss of privileges by ultralight pilot permit holders.*

Also Clarify Aircraft Registration requirements: *A few respondents requested greater clarity from TCCA on the status of ultralight aeroplanes which are currently registered with C-Fxxx or C-Gxxx marks after the proposed requirement to assign only C-lxxx marks to ultralight aeroplanes comes into force.*

As a result of the feedback received, TCCA will remove the proposed amendments to the definition of ultralight aeroplane until further policy work can be conducted to minimize any potential unintended impact on the aviation community. Draft regulations will be available for additional comments at the time of publication in the Canada Gazette Part I, which is anticipated for Spring 2025."

The second piece of information was from Brian Byl. This was forwarded to him, from Transport Canada by way of his MP Len Webber, with whom Brian communicated on this matter, to express concerns on behalf of club members.

I read the entire response, and it didn't clearly state if a decision was reached to proceed with the proposed change or scrap the proposal outright. It was very wordy, yet ironically vague. I found it "clear as mud", granted, I'm a simple man.

I'm at a bit of a loss now, as there doesn't appear to be a clear and decisive answer, but I'm optimistic that the final result will be positive for us Ultralight Pilots.

This does reinforce the belief that you must stand up for your rights and freedoms, especially your **"FREEDOM TO FLY"**.

I'm encouraged that Transport Canada gave serious consideration to the feedback from Pilots and other stakeholders who responded on this matter.

I wish to extend a thank you to all Pilots, both locally and across the country, that took the time to write in to have their voice heard as it affects us all. Keep you posted on anything new I hear.



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

Coincidence

by Stu Simpson



The first thing you have to realize is that these things happen to me. I don't plan on them, I don't go looking for them. But odd little coincidences, strange inter-connected events, like you'd find in the Twilight Zone, just somehow manage to find me. And these twists of fate often make my life very interesting. Oh, I almost forgot. They usually happen in three's.

Here's a really good example...

My wife and I were in Eau Claire Market a few weeks ago. We were doing some shopping prior to seeing an IMAX movie, the central theme of which was flying. While there, we bumped into one of her brothers. The three of us chatted for a while, then he said to me, "Oh, by the way, I bought you a book."

Something clicked in my mind, a signal of sorts that told me to sit up and take notice. Call it clairvoyance, call it B.S., call it what ever you want, but I knew that fate had a little surprise in store for me.

Greg, my brother-in-law, went onto explain that he'd acquired for me a copy of "Wind, Sand, and Stars" by Antoine de Saint-Exupery. For those who don't know, Saint-Ex, as he was called, was a famous pilot and author from the 1920's, 30's, and 40's. His writings are legend and are considered essential reading for aviators. I'd always wanted to read his stuff, to see what all the fuss was about, but I'd never come across any of it.

I was flattered by Greg's thoughtfulness and generosity and made arrangements to pick up the book after my bride and I saw the movie.

Okay, that's the first part of the coincidence.

We soon wandered over to the theatre area, bought our tickets, and went inside. Here, I began perusing the lobby displays promoting the various IMAX features.

One of the displays detailed the picture we would see, "Wings of Courage", which was filmed mostly here in Alberta in 1994. It documents the story of a flyer named Henri Guillaumet, a pilot for a French air transport company called Aeropostale.

In June of 1930, Guillaumet took off from Brazil to forge the first airmail route westward over the Andes mountains to Santiago, Chile. Guillaumet crashed in the Andes and survived six days. He was finally able to walk out and was rescued by mountain people.

But get this. I learn from the display that one of Guillaumet's comrades, a man who was a fellow pilot with Aeropostale, and was in fact Guillaumet's supervisor, was none other than Antoine de Saint-Exupery. Saint-Ex is actually a central character in "Wings of Courage".

That's the second part of the coincidence - gives me goose bumps just thinking about it.

I knew there'd be another, a third coincidence linking everything together in a nice, neat, and enticingly strange package. But I couldn't even hope to guess what it would be, or in which form it would come.

It was a week-and-a-half arriving, but it was worth the wait. And it happened at a most appropriate time, too.

At the April CUFC meeting, one of the people sitting at my table was Challenger jock, Andy Gustafsson. We were all engrossed in our usual pre-meeting hangar flying session when Andy told us he'd seen something odd recently.

He stated that he was driving on Highway 21 about ten miles south of Three Hills when he noticed an unusual building. He described the structure as, quite simply, an airplane hangar by the side of the road. But there was no airfield visible, no runways of any sort. The really odd thing about it though, was what was painted above the hangar door - the words "*Santiago de Chile*".

That was it! The third coincidence!

I outlined the whole string of events to the boys, explaining that the building was almost certainly part of the "*Wings of Courage*" movie set.

My coincidental trilogy was complete. All that remained to finish the story was to fly to the site and see the building myself. It's hard to explain, probably harder to understand, but I almost felt compelled to make the flight, as though it was required by destiny.

Jim Corner, who's always up for a good adventure in his Kitfox, agreed to fly with me. We set out in our airplanes on a blustery morning in mid-April, making our way to the intersection of Highway 21 and the Kneehill Creek. Andy's description of the location of the 'hangar' sounded like it was very close to there.

We were disappointed, though, to find only an abandoned farm on the edge of the coulee, and nothing that even remotely resembled the subject of our quest. We decided to set a course for Three Hills and see what we could find on the way.

A few miles later, we came across another, much shallower coulee, but there was still nothing down there to interest us. Then, both at the same time, Jim and I saw a building two miles further north that looked like a hangar.

My excitement grew as we drew steadily closer to the building. Soon enough, painted letters appeared above the door and I was able to discern the words that Andy had seen - 'Santiago de Chile'. And there was more. The words 'Aeropostale General Compagnie' were painted on the roof, visible only to those who fly low and slow, and who care enough to look.

Jim and I landed at the Three Hills airport and I phoned another of my wife's brothers, who lives in the town. He drove us to a cafe for pie and coffee, and then added another verse to the tale.

Apparently, a local farmer had heard the producers of "Wings of Courage" were disposing of the movie set and offering the buildings to those who'd come and get them. So the farmer went and got one, which explains how Saint-Exupery's Aeropostale hangar at Santiago de Chile wound up at Three Hills, Alberta. It also explains how we found it so much easier than Guillaumet did.

On the flight homeward, Jim and I parted company east of the Twin Stacks. Alone in the sky, I reflected with utter amazement at how fate had woven a few singular events into such wonderful coincidence. And I was glad these things happen to me.

This is a story that happened back in May 1996. It appeared in Skywriter back then. I had a TEAM Himax at the time, with a 503 engine. Jim Corner, also mentioned in the story, was flying his Kitfox II, which is still flying from Kirkby Field occasionally.



Stu Simpson and his TEAM Himax Circa 1990's

Getting A Multi-Engine Rating

by Brian Vasseur



Something I've always wanted to do was to be able to fly a multi-engined airplane. Now that I'm planning to make flying a career choice I have a good reason to spend the money on a multi rating. This would also let me get a multi IFR or Group 1 IFR rating, something that's very important if you're looking to pursue a commercial flying career.

On paper, getting the rating doesn't look too hard. There's no minimum number of hours required. You simply need to do the required flight test exercises with an instructor, have them sign a recommendation for a flight test, and then pass the flight test.

The key difference between the flight test exercises for a PPL and for a multi is that the Piper Seneca II that I trained in is about three times heavier, has three times more power, and has many more buttons and levers than a typical 172. Many of the planes we fly cruise at about 110 KTS. The Seneca that I used for training flies the downwind leg at 110 KTS. As you can imagine, things happen a bit quicker than I'm used to in my CH250.

The flight test exercises are a bit simpler than the PPL as there are fewer items to cover. The difficulty is developing the muscle memory to do the exercises without following a checklist.

The first exercises were circuits. Since these are turbocharged engines you don't firewall the throttle, you power up to about 25 inches of manifold pressure, and then slowly advance to 35 inches while matching engine power.

This means making sure that both engines are putting out the same amount of power to avoid asymmetric thrust at a crucial phase of flight. It's very easy to over-boost the engines and there's very little throttle movement required to go from 25 to 35 inches.

By the time you've got the engines matched you'll be at about 60 KTS and you rotate at 70. The plane starts to climb pretty steeply and almost immediately you're at gear up speed of 85 KTS and setting up for a climb at 90. When you reach 400 feet, which comes up pretty quickly, you put the nose down to climb at 110 KTS, power back to 31 inches, props to 2450 rpm, and start the turn into the circuit. By now you'll be at circuit height so it's power back to 20 inches, complete the climb checklist, call the tower, and start the descent checklist.

With the checklist done you'll have already turned onto the downwind leg so you pull in flaps 1, and slow to 110. As you pass abeam the runway threshold, select gear down and slow to 100. When the gear is down it's time to turn onto the base leg, pull in flaps 2, do a GUMPS check (Gas, Undercarriage, Mixture, Pitch, Switches) and bring props and mixtures full forward and get ready for final.

As you turn final, pull in flaps 3, slow to 90 KTS, do another GUMPS check and keep stable until you cross the runway threshold. Touchdown, flaps up, and then on the brakes. Unlike other planes that I've flown, the Seneca has fantastic brakes and you can slow down very quickly with the flaps up. If you leave them down the tires make a lot of noise as you drag them down the runway leaving a long trail of black rubber behind you.

The first air exercise is recovering from a failed engine in cruise. For this exercise you identify the failed engine, which is crucial. Then, bring power up on the good engine, get the airplane trimmed while holding course and altitude, and then do the failed engine checklist. Once that's complete and you confirm the dead engine can't be restarted, you feather the dead engine. That's why it's critical to correctly identify the dead engine; you don't want to feather the prop on the good one.

The second exercise is a 45 degree turn for two course reversals. It is a relatively simple exercise but with a lot of inertia and cruising at 140 kts you have to be very diligent with pitch. If the plane starts to descend or climb you need to catch it right away or you'll quickly be a few hundred feet away from where you want to be.

Next up is clean and dirty stalls. The goal is to identify the stall and then recover. The trick is to not over-boost the engines in the recovery, while still making sure to add enough power to recover effectively.

The dirty stall is more complicated because you need to clean up the airplane as you recover, and do it quickly.

Following this is the engine failure on overshoot. This exercise is practiced in the air as it is a bit too dangerous to practice on an actual approach. The goal is to get the airplane fully in the landing configuration at 7500 feet and then start a descent to landing at 90 KTS. At 7200 feet the instructor/examiner gives the command to go around at which point you go to full power and start a climb. The steps are flaps up and gear up without exceeding the gear up speed. Immediately when you start this recovery one engine will be failed so you need to identify and secure the dead engine as part of the recovery. The key requirements are to stay above 7000 feet which is simulated ground, and to establish a climb back to 7500 feet. My favorite mistake is to forget to feather the dead engine while I'm also trying to get the gear up and flaps up and not over-boost the good engine.

The final exercise is to head back to the airport and land the plane. It's at this point that you'll be given a simulated emergency and you need to identify the correct steps to take, all of which will eventually involve shutting down one engine intentionally. You then complete the approach on one engine while flying a bit faster than usual. The difficulty is that the plane is very sluggish when it's slow and flying on just one engine. And then, when you pull the power back to flare, the opposite rudder you've been flying with starts turning the plane unexpectedly.



After all this, it's just a matter of taxiing the plane back, doing the checklists, and parking. If everything went as planned you'll have a new rating in your booklet and an opportunity to finish your Multi IFR training.

Uses for a Simulator

By Brian Byl

Featuring Tom Turner

Question:

I get that the military and airlines need simulators because their aircraft are so expensive and complicated. But what's the point of using a sim for light airplanes when we all want an excuse to go fly anyway? And desktop simulator time can't even be logged.



Answer:

Simulators serve four purposes that are difficult or impossible to attain in an actual airplane.

First, they provide a means to experiment with new equipment or new techniques in a safe and efficient manner. Transitioning to a glass cockpit? Learning how to fly a DME arc? You'll pick it up a lot faster in a sim before using those new skills in the airplane.

Second, you avoid the time it takes to start-up, taxi out, take off, and fly to and from a practice area or the nearest airport with the type of approach you wish to practice. Simulator time is much more efficient, allowing you to practice the skills you want or need in much less time.

A third advantage is the ability to pre-fly a trip or an arrival or departure procedure. If you're planning to fly somewhere with a tricky SID or STAR, approach or missed approach, you can practice it ahead of time in the sim so when you fly it for real it won't be your first time.

Finally, simulators provide the opportunity to practice abnormal and emergency procedures, often without warning. It's simply not possible to safely or accurately present most emergencies or abnormalities in an airplane.

Even if you can't log it, you can do a lot with simulators that will keep your skills sharp and make you a better pilot."

Tip Courtesy of Pilot Workshops

Brian's Last Word

While this Pilot Tip deals mainly with instrument procedures and more complex aircraft than what most of us fly, simulators can be very useful for the average GA pilot.

A couple of our members use simulators not for procedures but to familiarize themselves with unfamiliar destinations that they plan to fly to. The topography detail of these programs is so realistic it is a real help to understand what to expect at new airports such as landmarks, obstacles and terrain.

If you have a better idea what you are going to encounter you will have a much safer flight.

After all, safe and enjoyable flying experiences are what we are all striving for, right?





Calendar of coming Aviation events

**Ed note- Special thanks to Barry Davis for forwarding this info to share.*

May 5, 8:00 AM to 1:00 PM-

COPA Flight 92, Drive-in and Fly-in Breakfast, Red Deer Regional Airport (CYQF). Tickets are for \$20 (adults), \$10 (kids under 12), and \$40 for families. Expect to see the famous Buffalo Airways DC3 on display and possibly perform an engine-runup. For more information: please contact Abe Derksen at theplanecompany182@gmail.com or (403) 872-1782.

May 12, 8 AM to 12:00 PM-

Rocky Mountain Flyers Association COPA Flight 223, Mother's Day Breakfast at Sundre Airport (CFN7). Everyone welcome!
For more information: please contact Glen Bradley at (403) 636-1488 or glenbradley@hotmail.com

May 25, 10:00 AM to 5:00 PM-

Alberta Air Tours COPA Flight 220, Joins YQL Aviation Day. The day begins in Lethbridge alongside the YQL Aviation Day Event, all part of the mission to support and inspire general aviation throughout Alberta!
For further information on Registration, Hotels, shuttles, etc. please contact: Dina Jammaz at djammaz@hotmail.com or visit the Alberta Air Tours website.

May 26, 7:00 AM to 12:00 PM-

Camrose Flying Club COPA Flight 137, 65th Annual Fly-in Breakfast. Camrose Airport (CEQ3) All you can eat for \$15.00 per person. Free picture of your aircraft on short final will be sent to all pilots. For more information: please contact Barry Graham grahamb@cable-lynx.net or (780) 608-7004.

June 01, 8:30 PM to 12:00 PM-

Drayton Valley Flying Club (CER3) Bring your family for Breakfast at the airport! Enjoy watching several aircraft fly Into Drayton Valley Airport's 5065' paved strip. Check out some Cool Cars, Fire Trucks and Welcome booths!

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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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

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.

Brian Vasseur

(403)-828-5281

vasseurb@hotmail.com

Your Executive

BRIAN BYL President bbyl@shaw.ca

BRIAN VASSEUR Vice President brian@brianvasseur.com

ANDREW CROCKER Secretary/Treasurer anmcrock@telusplanet.net

STU SIMPSON Director bushmaster@shaw.ca

JOHN KERR Director oreal_kerr@hotmail.com

AL BALJAK Director dolac91@gmail.com

GREG LABINE Director/Newsletter Editor crufcnews@gmail.com



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