



Skywriter...



April 2009



Pat Cunningham's Cessna 120 rests after another great day of flying. Find out more about Pat's experiences with CF-VIZ in his article in this issue.

From The Cockpit

By Pat Cunningham

Congratulations to the big raffle winners! Stu Simpson was the first name drawn from our annual raffle contest and he chose the oil painting of his choice donated and painted by our own Al Botting. Thanks very much for that Al. Second name drawn for a cash prize of \$250.00 was Graham Millington and third prize of a Titanium multi tool went to our news letter editor Ken Beanlands. Thanks to all who purchased tickets. The proceeds help finance some of our club activities throughout the year. Thank also to Bob Kirkby for his update on all things COPA, it's nice to keep informed on the hard work that COPA does throughout the year and also on the upcoming COPA convention in July. Thanks as well to Daryl Gillespie for bringing in the parts of a Rotax 912 engine and his description that went along with it. Judging from the interest that it generated we might have to do it again.

My Cessna 120 finally made its way back to the hanger in Carstairs although I'm still waiting on the limited STC for the engine mount adapters which will hopefully be done soon. Fortunately, I'm going through this now and not during the busy summer flying season. Mike Sweere flew me up to Red Deer and we were joined by Glen Bishell for what we thought was going to be a quick trip. After leaving Carstairs and getting up to altitude we could clearly see that Red Deer was still fogged in. We continued on our way hoping that the sun would burn off the fog that seemed to only have the airport fogged in. We flew north and south back and forth only about five miles east of the airport for about 45 minutes. When it appeared it wasn't clearing we headed for Lacombe for some breakfast planning to try Red Deer again later.

When we got to Lacombe and walked into town we were too early for the restaurants so we ended up just grabbing a coffee and heading back to the

airport. We talked to a local pilot at the airport for a while and then headed back for Red Deer.

When we arrived, the airport was still reporting less than one mile visibility. We were about five miles east again but now we could see the airport. It was clear to the west and north but not to the south or east. While talking to the controller he asked if we wanted special VFR to go into their airspace. We said yes and he came back with the clearance. Now this is only a clearance to enter the airspace not necessarily to land, it is still up to the PIC to remain VFR and decide to continue with the landing. The circuit and landing went uneventful but it was definitely only a mile visibility to the south as we crossed over midfield from the east for a left hand circuit for runway 34. It was the first time I had been involved in a special VFR and although I was only a passenger, it was a learning experience and gives me more confidence in case I run into that situation again.

I hope to see many of you at the rust remover on Saturday, April 4th.

See you soon!



Calgary Recreational and Ultralight Flying Club

COPA Flight 114

Meetings are held on the second Thursday of every month, except July and August, starting 7:00 PM at the Northeast Armory, 1227 - 38 Avenue NE, Calgary.

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Skywriter

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CAVU Dreams

by Ken Beanlands

Well, what can I say about March other than what a bust for flying! Between snow, wind, fog and muddy runways, I don't think there was very much flying done at all. However, summer is coming... really, it is. Just look at that beautiful shot on this months cover. It's hard to believe that those mild, lazy days are but a month or two away.

However, there were still some good aviation events on the ground this month including our raffle draw, the Rust Remover and the Western AME Symposium.

The Rust Remover was well attended with about 40 members showing up at the Cardell Homes Theatre on Saturday, April 4th. Nav Canada provided us with a very good presentation on the changes to the Springbank airspace starting May 7th, 2009. In a nutshell, Springbank will become a Class C airspace requiring a transponder to enter. This includes the green, blue and yellow areas in the chart below. The other change is that the floor of the airspace just outside the Springbank inner control zone will drop by 500'. Please check out the Nav Canada web site http://www.navcanada.ca/ContentDefinitionFiles/NewRoom/ServiceProjectAnnouncements/2009/an0403a_en.pdf or the May 7 edition of the Canada Flight Supplement for more information. This would be a good time to update your Calgary Terminal chart and your GPS database.

With graduation quickly approaching for my SAIT AME course (only three more weeks and I'm back in the workforce... hopefully), our class was invited to attend the Western AME Association Symposium held here in Calgary. Unfortunately attendance by both the membership and exhibitors was about 2/3's that of previous years. The current economic downturn was generally considered to be the cause.

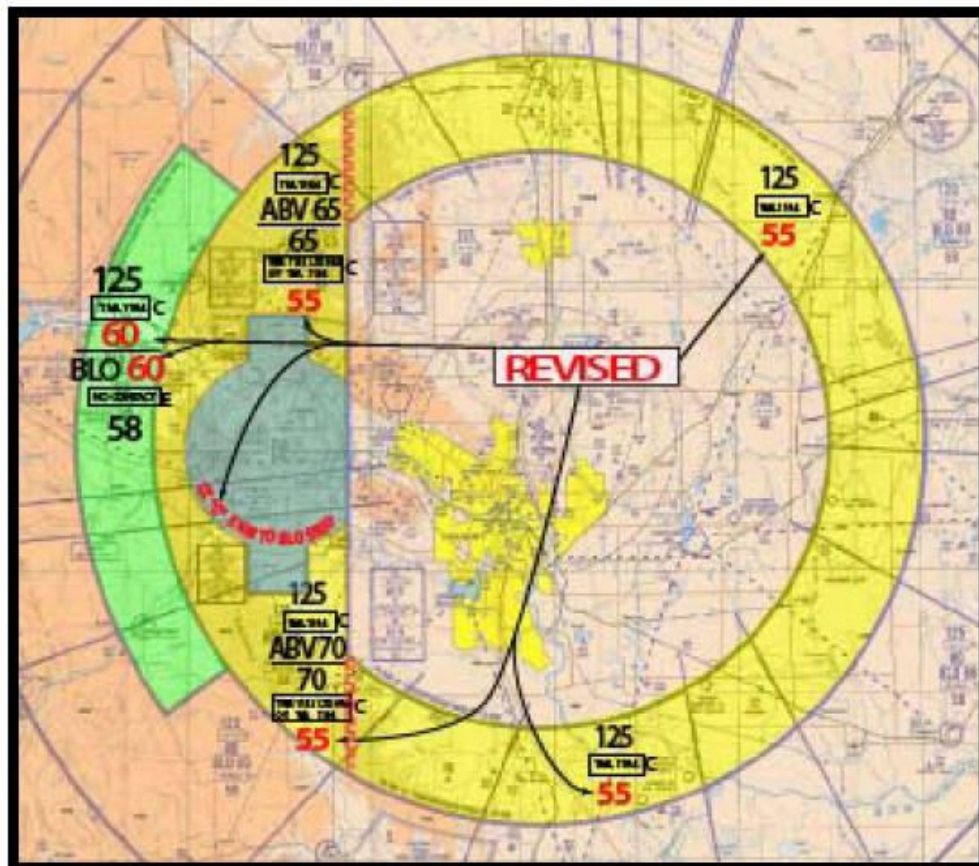
Despite this, the presentations and seminars were very well done and a lot was learned. Of particular interest was a new partial FADEC (Full Authority Digital Engine Control) System built by Precision Airmotive, the

folks that build the RSA fuel injection systems used by Lycoming on their IO- engines. Named the Eagle EMS, the system provides both automotive style fuel injection and electronic ignition for the four cylinder Lycomings ((I)O-320, (I)O-340, (I)O-360 and (I)O-390). The system claims fuel savings of up to 19% and power increases of up to 13%. It also claims better cold and hot starting, improved maintenance costs and ease of operation with the elimination of the cockpit mixture control.

The system utilizes a dedicated battery for backup power managed by its power control unit which can keep the engine running for several hours after an electrical failure.

Currently, the system is not certified and is being offered to the experimental community for \$7200 USD. Although pricey, it's only marginally more than the RSA mechanical fuel injection system and magnetos it replaces. Aerosport Power in Kamloops is a dealer for the system. So far, Precision has two systems flying, one in an experimental Cessna 172 and the other in an RV-6A. 22 other systems have been sold since it was introduced in the fall of 2008. More information is available at <http://www.precisionairmotive.com>.

Well, that's all for this month. I hope to see you all at the next meeting this Thursday, April 9th.



Owning and Maintaining a Cessna 120

by Pat Cunningham

It's been almost a year since I purchased my current plane; a 1947 Cessna 120. It has been a very interesting year with some great flying and some challenging maintenance issues. When I first saw the 120, I was flying a 1991 Merlin GT ultralight and having a ball attending fly-ins and fly-outs with other members of our club. The Merlin cruised at 75 mph behind a Rotax 582 and weighed in empty at 605 lbs.

The 120 was parked in the hanger at Glen Bishell's strip at Carstairs. We were on our way back to Chestermere when we stopped in for a visit. I kept looking over at this 120 and thinking to myself, boy that's a nice looking little plane, it sure would be nice to own it one day. We went on our way and I never gave it much thought after that (ok, maybe a little). However, I received a call one day from the owner wondering if I might be interested in purchasing it as he was planning on leaving the country and wouldn't be taking it with him. I had only had my Merlin for about a year so I declined and left it at that as I was happy with what I had. The bad thing was I started thinking about it again and with Ken Beanlands' planned adventure to Oshkosh the next year I really started thinking. I called him back a while later after doing some research on 120's and we agreed that I would purchase the plane but not until I sold my Merlin. He was OK with that and we started the ball rolling. It took about six months to sell the Merlin and the next day I called and said "OK, I want your plane". The deal was done, now the fun begins.

I had about three months to get myself comfortable flying the plane before the trip to Oshkosh, which I promptly committed to shortly before buying the 120. I enlisted the help of the previous owner to get myself acquainted the plane. I had 122 hours on the Merlin so I was reasonably comfortable with the taildragger portion of it, it was mostly getting used to the heavier weight (ed. It's unusual to hear a Cessna 120 being referred to as "heavier" than anything) and slightly different flying characteristics. I was surprised at the relative ease it was going from the Merlin to the 120. It only took about three hours before I was comfortable enough to go solo. I have quite a few hours in Cessna 152's ,172's & 182's and the 120 fly's almost the same as the 152 making it quite comfortable to me.

The Cessna 120 weighs 921 lbs empty and has a gross weight of 1450 lbs. 25 gal of fuel leaves 379 lbs of payload. There is a small baggage compartment

that has a maximum weight of 80 lbs. The plane is powered by Continental C-90 engine and cruises at 115 mph at 2400 rpm burning 4.5 gph of fuel. There is only my wife and myself so the need for more than two seats was not a concern. The take off distance was a bit of concern as I had heard the 120 used quite a bit of runway to get airborne. In my experience so far the take-off distance is 1000'- 1200' depending on the length of the grass. The landing roll is also reasonably short although it does have a tendency to float if your speed is up at all.

Maintenance on a 120 is usually quite simple as there is not a lot to the planes. The original 120's came with no electrics but now it's unusual to find one that way. Mine has full electrics with a pull type starter, generator and mechanical voltage regulator. The generator only puts out 25 amps but it's plenty for what I have.

On the way back from Oshkosh I developed some charging problems as there was no power coming from the voltage regulator and I didn't have enough power to turn the starter. Fortunately the fellow members hand propped the plane for the trip back. I lost all electrical power just after leaving Lethbridge but by having my handheld radio ready, we were able to continue back to Carstairs uneventful. After much troubleshooting, it was indeed determined that the voltage regulator needed adjustment, and I haven't had any problems with it since.

Also on that trip a minor oil leak developed somewhere on the engine. After a close inspection with the watchful eye's of the guys on the trip we determined that the leak was not catastrophic and should be no problem to continue home. Once home, the leak continued to be there but did not get any worse so I elected to leave it and have it looked after during the annual inspection. It's certainly not unusual to have an oil leak on an airplane engine.

Now it was time for the annual inspection. I was not expecting anything unusual although I did expect a little as I had requested that the oil leak be addressed. The AME pulled one of the cylinders to start checking for the leak and found some parts that looked worn. He continued to check parts until he had the whole engine apart on his work bench. I was then informed that the engine was basically totally worn out, with most parts worn beyond tolerances and the crankshaft was cracked in two places. In case you didn't know, this was definitely not good news. I now had two choices, they could do a major repair, or zero time the engine. With only a couple of thousand dollars difference I was better off going with the zero time option as it would make a big difference on resale.

FOR SALE

The plane was down for 2 ½ months and is still down pending a limited STC on the engine mounts. The reason I was so surprised at this is when I bought the plane the log books showed 1400 hrs on the engine with 90 hrs on the top. The cylinders were supposedly overhauled and a bunch of other stuff was also supposedly done. When the engine was inspected, only one cylinder was even good enough to maybe use again. All the major parts needed replacing as well as numerous smaller parts as well. The engine came in at just under \$20,000.00 ready to fly. If it reaches the 1800 hr TBO, it will end up costing \$11.00/hr for the engine. The actual annual inspection was only \$400.00. By the way the oil leak is gone.

Other than the engine expense the 120 is a relatively economical plane to own and fly, cruising at 115 mph on 4.5 gph I'm quite happy with the plane and I'm looking forward to many hours of trouble free flying. Thanks to all of the club members who have helped me along the way, we really do have a vast amount of knowledge in our club and I encourage anyone who is having problems or wants information to ask for help, I haven't run across anyone yet who wasn't willing to lend a hand!

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Subaru EJ25 Engine. Long block, complete engine under 10,000 miles. 165hp N.A. fuel injected. Firewall forward will weigh approx. 300 lb complete. Will require a psru – I recommend www.gappsru.com for a really good unit. This engine is a super aircraft engine, with 5 main bearings, engine block is only 13" long. I have a few spares for it, such as alternator, injectors, oil filter etc. I can help you design an engine mount as well. Invested \$1900, asking \$1200 OBO, just need the garage space. Peter Stenabaugh (403) 280-6715. (12/08)

IVO Magnum Prop, 70" ground adjustable, 2-bladed propeller with approximately 200 hours TTSN. Designed to fit a Franklin hub (different from both Lyc. And Cont.) but can be adapted to fit most engines with appropriate hub from Ivo. \$450 OBO. Contact Ken Beanlands (403) 295-2079. (10/08)

AIRPARK LOT • \$29,000, PRICED TO SELL, Fantastic ½ acre lot with trees. Aero Estates Airpark, Lot 77 on beautiful Lake Palestine. Contact Don Usher, Telephone: (250) 223-8380. (08/08)

1992 RANS S12. 480 TTSN 100 SMOH. Always hangered and well taken care of. A really capable airplane. \$15,000. Brian Vasseur 403-828-5281 brian@brianvasseur.com (07/08)

Beaver RX 550, 422 hr TTAF, 90 hr since total rebuild. 100hp Subaru, 3 blade warp drive prop, Mono 2000 amphib floats with electric retract, all surfaces in Cenconite with Polytone, extra wing tanks, carb heat, radio intercom, GPS, full gauges. Will trade for a boat or 5th wheel ,, but try me on about anything as it is time to hang up my wings Always hangered in Kaslo B.C. \$14,000.00. Contact: Russ White - umm48611@telus.net (07/08)

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GSC Tech Prop - Wood - 64 X 36 RH Pusher - 2 Hrs run Can be seen at 167 Cove Place, Chestermere, AB Day – (403) 769 7019 Eve (403) 226 7224 – Jerry Bruce Freestone Gull Lake SK (306) 672 4124 \$275.00 firm. (05/07)

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Notice: Classified ads are free to CUFC members. Contact Ken Beanlands by e-mail to place or renew your ad (see masthead). Ads will be dropped after 6 months unless renewed.

FLYING EVENTS

May 3rd, Red Deer - COPA Flight 92 Rust Remover, Red Deer Flying Club will hold their spring Rust Remover. It will be held in the Sky Wings Aviation hangar. Pancake breakfast from 8:00 a.m. to 11:00 a.m.. Lunch from 12:00 p.m. to 1:00 p.m.. Rust remover sessions starting at 10:00 a.m., 11:00 a.m. and 1:00 p.m.. For more information please contact Bert at 403-350-5511.

May 10th, Sundre, AB – COPA Flight 146. Sundre Flying Club Annual flying breakfast. Everyone is welcome. You can fly in, drive in, walk in or wheel in. Admission fee is \$8.00 for adults and \$4.00 for children. The event runs from 8:00 a.m. to 12:00 p.m. COPA Flight 146 Sundre is honouring the Centenary of controlled flight in Canada. For more information please contact Michelle Penney and Wayne Bumphrey at 403-638-8027. Tom Mennear is acting as our convener.

May 17th, St. Albert Flying Club, AB (CES4) – Speed Dash (Fun Event) 78 nm triangle task starting and finishing at Westlock Airport, co-ordinates N54 08 32 W113 44 27. Pilot briefing: 8 a.m. and barbeque to follow with a rain date of May 18th. For more information please contact Ben Strafford 780-458-1606 or email larandben@cruzinternet.com.

May 30th, Wetaskiwin, AB - The 2009 Induction Ceremony and dinner for Canada's Aviation Hall of Fame will be held at the Reynolds-Alberta Museum in Wetaskiwin. For information and tickets, contact Justin Cuffe at 780-361-1351 ext. 241 or email cahf@telusplanet.net.

May 31st, Camrose, AB (CEQ3) – 54th Annual Fly-in Breakfast. A hearty Western Breakfast. One of the largest Fly-ins in Western Canada with over 100 aircraft expected. A Free picture of your aircraft on short final will be sent to all Pilots. Co-ordinates Camrose Airport N53 02 25 W112 48 56. For more information please contact Barry Graham at 780-781-7004 or email grahamb@cable-lynx.net.

June 3rd to 6th, Edmonton, AB – Canadian Women in Aviation Conference 2009, Biennial CWIA. We have secured a venue, and the hotel is already taking reservations at a reduced rate - just quote the CWIA conference! 1-800-716-6199. Coast Plaza Hotel, 10155 105 Street NW, Edmonton, AB, T5J 1E2. 780-423-4811. More information and conference registration to follow, and will be posted on the CWIA website <http://www.cwia.ca/conference.htm>.

June 5th – 6th, Cardston, AB (CEA6) – 3rd Annual Cardston Fly-in. BBQ –Friday evening 6:30 p.m. to 8:00 p.m.. Movie in the Hangar Camping on the field (limited power) Pancake breakfast – Saturday morning 8:00 a.m. – 10 a.m.. Located at the Cardston Airport co-ordinates CEA6 N49 09 45 W113 14 28. For more information please email Douglas G. Murray at dgmurray@toughcountry.net.

June 7th, Lacombe, AB – 43rd Annual fly-in Breakfast from 7:30 a.m. to 12:00 p.m. Whether rain or shine come and see the display & learn more about the airpark. Located at the Lacombe Airport. For more information please contact Don Warner at 403-396-4323.

June 13th, Taber Airport, Alberta (CED5) – Lethbridge Sport Flyers – (COPA Flight 24), 3rd Annual Fly-In Breakfast. Whether you drive or fly please come and enjoy our breakfast from 8 a.m. to 11 a.m. This event is hosted in part by Tom Kinniburgh of Kinniburgh Spray Service. Note: Watch for Ag Aircraft operations and please be mindful and courteous to those who make a living by flying. Jet A and 100 LL available. Taber's mandatory frequency is 122.8 For more information please contact Brian Wilson 403-345-6603 or send us an email at Lethbridge-Sport-Flyers@telus.net.

June 13th, Springbrook, AB – The Harvard Historical Aviation Society host Air Affair that will kick off with a pancake breakfast at 8 a.m. and precede a day full of activities. This will include Celebration of Centennial of Powered Flight with the arrival of the Back to Baddeck relay flight, commemoration of the 65th anniversary of Andrew Mynarski's fatal flight, classic airplane and car show and shine, ribbon cutting of the property donated by the county, kids aircraft activities, aircraft rides and more. For more information please phone 403-886-5711 or 403-886-4187, email to infor@penholdbase.ca. Please visit our website at www.penholdbase.ca

June 14th, Bonnyville/Cold Lake, AB (CYBF) – COPA Flight 90 Fly-in Breakfast from 0700 hrs - 1200 hrs. For more information please contact John Vardy at 780-826-2132 or email jvardy@telusplanet.net.

June 21st, Lloydminster, AB (CYLL) – COPA Flight 113 Annual Fathers Day Fly-in Breakfast. 8 a.m. to Noon. For more information please contact Barney Creech at 306-825-6666 or email wendysabwest@hotmail.com.

June 21st, Vernon, BC – The Silver Star Rotary Club presents it's 1st annual Wings and Wheels event from 10:00 a.m. to 4:00 p.m.. New, experimental, automobiles, bicycles, RV's and more. Attention pilots Vernon Flying Club pancake breakfast for flyin's from 8:00 a.m. to 10:00 a.m. Happens rain or

shine, indoor and outdoor exhibits and seminars, on site food vendors, nearby parking and shuttle services. Tickets at the gate for \$5.00 per person, \$20.00 family and children under 6 are free. For more information please visit our website at www.silverstarvernon.org.

June 30th and July 1st , Corman Airpark near Saskatoon (CJN5) – 3rd annual Corman Airpark Fly'n Fair. Pilots who fly in on either day and leave their aircraft on display for the public will get free breakfast Canada Day, and a chance to win an award in the appropriate category. Gates open to the public both days at noon. Food will be available from vendors both days. Free draws will be held for airplane rides. Dealers and Manufacturers are invited to exhibit their aircraft and demonstrate them within normal circuit procedures. Grand fireworks will be performed at twilight on the 30th. To help cover some of the costs, the drive-in spectators will be charged a \$5 per car charge as they park. Checkout the website: www.cormanairpark.ca for more details. For info about the event email us thru the website or phone 866 882 3380.

July 4th , Chestermere-Kirkby Field (CFX*) – Annual Fly-In Breakfast. Breakfast will be served between 0830 and 1100.

July 8th to 12th – Arlington Fly-in and Sport Aviation Convention 2009. For more information, see <http://www.nweaa.org/>

July 10th – 12th, Wetaskiwin, AB – "Westebello" 2009, Third Annual Western Canadian Challenger Rendezvous! We'll be at COPA in Calgary, and then planning to join the flight across Canada Details at: http://www.challengerwest.com/irocnroll_tour.htm.

July 13th – 17th, Red Deer (CYQF), AB – AYA 2009 Annual Convention. AYA is the international type club for owners and pilots of Grumman American light aircraft. Grummans are renowned as fun, sporty, efficient, and safe personal aircraft with relatively simple systems, offering more performance at a lower cost than comparable models of other types. For more information please contact Steve Peach 403-932-4323 or email editor@aya.org.

July 17th, Calgary, AB – John Lovelace's Century of Flight Calgary Springbank Airport stopover at COPA Fly-in on cross country flight. See http://www.johnlovelace.com/more/extended/Cross_Canada_Century_Flight.html

July 17th to 19th Calgary, AB – The 2009 COPA Convention is being held at the Springbank Airport (CYBW). It promises pilots and flight enthusiasts a well rounded program that is educational, experiential and a lot of fun.

July 27th to August 2nd, Oshkosh, WI. – EAA Airventure 2009. For more details see <http://www.airventure.org/>

September 12th, Lethbridge Airport, Alberta (CYQL) – Lethbridge Sport Flyers - (COPA Flight 24), Annual Fly-In Breakfast. Drive or Fly to our breakfast from 8 a.m. to 11 a.m. The event will be at the AirWest (brick) Hangar. Airport Info: Elevation: 3050' GPS Coordinates: N49 37 49, W12 47 59 CYQL. Mandatory Frequency is 121.0 For more information please contact Brian Wilson 403-345-6603 or send us an email at Lethbridge-Sport-Flyers@telus.net.

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Club members at the Medicine hat Breakfast Fly-in in the summer of 2005.

