



Skywriter...



June 2009



Troy and the Branch Clan make their first family trip in the new RV-10. Look for more details in his article on the trip.

From The Cockpit

By Pat Cunningham

Well the Cessna 120 is finally back in the air again after receiving the LSTC (Limited STC) making it once again airworthy. It was a long stretch from taking it in for the annual on Jan 17th and back in the air on May 22nd, but all is well now. The first flight was the Poker Run and it turned out to be a beautiful day of flying. The turn out looked good when I was in Indus and although I haven't seen any numbers, there were plenty of people milling around. Another good job by Garrett and Marilyn Komm, thanks a lot guys!

The other good flight was up to Camrose for their annual breakfast on May 31st. There were nine of us in five planes that went up from Carstairs. The day was cloudless and calm when we left but we were expecting and received a pretty strong wind on arrival of greater than 15 kts but pretty much down the pipe. However, it switched to a 20 deg crosswind for takeoff which needed some attention. I had never been to Camrose for their breakfast before but I knew it was going to be a busy one from everything I had heard, especially with the good weather they were expecting (Ed. Note: Troy Branch reported that he was number 166 to sign in and that they had sold over 1000 breakfasts. I suspect the final tally was close to 200 aircraft). Before we left we discussed which way we thought would be the best to approach for joining the circuit. We all agreed that we would fly south of the town to the east of the airport and join the circuit from the upwind side by crossing midfield at circuit height and joining a left-hand downwind for runway 32. As we neared the airport the chatter on the radio was extremely busy and it took a lot of concentration to sort out were everyone was and were they were going.

Fortunately, I had an extra set of eyes with me which saved what could have been an interesting outcome. As we leveled out on downwind following Richard Schmitt in his Stinson, the wife said there was another plane down there. Sure enough, right in front of us but 200' below, a plane appeared out of nowhere. Now we were number five as we turned base but we were far too close to this other plane as we turned final. I had to aggressively slow and did a few S-turns to give us enough room to safely land. While in the pattern (for approximately 8 minutes) I heard no less than five planes entering the pattern incorrectly! It's very important that when we attend fly-in's, especially at uncontrolled fields, that we properly follow the rules. There's enough stress at the busy ones with all the traffic. Throw in some strong winds and things get interesting real fast. I'm no saint when it comes to following rules but I did make sure I knew everything I needed to before

attending this one and that included verifying the proper way to enter the pattern with my fellow flyers. I'm happy to say that while flying with my fellow club member's, professionalism and courtesy is always at the forefront!

I would like to thank Tim Morrison for his informative talk on engines at the last meeting. This is a hot topic that could have gone on for hours. We'll look at a similar topic for the fall.

Bob Kooyman has lined up John Scharrer for our June meeting. John is a member of a formation skydiving team and is bound to have some interesting stories to tell so plan to attend to here all about it.

Our second club fly out will take place on June 14th. We are planning to fly to Vulcan to meet up with our fellow COPA friends from the Lethbridge Sport Flyers for some good food and good company. Just a short walk from the airport is the Vulcan golf course, where we'll meet for breakfast. We are planning to meet at 9:30 am at Vulcan so mark your calendar for this always enjoyable morning. The rain date for this event will be July 5th meeting in Vulcan at 10:30 am.

See you soon!

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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, I'm finally living the dream! Last month I briefly mentioned that I had an offer from Klarenbach Aviation in Springbank. I accepted the offer and have now been working there for one month!

Klarenbach is a small company specializing in light aircraft maintenance. They are also a Diamond Aircraft Service Center. They recently purchased Canadian Avionics and can now offer avionics servicing and installations. Since starting there, I've worked on everything from a vintage, year one Cessna 172 to a King Air C90. I usually work under the supervision of another AME, but they haven't been shy to assign me some very interesting tasks and let me work independently on them.

Needless to say, I'm loving it. There have been some comments that I'm loving it too much, but it's all in jest (I hope...).

In addition to working on aircraft at work, I've also been working on the Christavia's annual inspection and 406 ELT installation. I've obviously started it just in time as on the last flight, the trim knob came off in my hand. This wasn't a big deal as it was quickly fixed with my Leatherman (recently won in the CRUFC Raffle). A dab of Loctite and a lock washer will prevent this from occurring in the future.

The other thing I noticed was that the alternator pivot bolt was loose. This is a real mystery as the bolt was tightened and cotter-pinned when I tightened the belt last annual. It's a metal on metal contact so nothing should have shrunk in there. Fortunately, there's no chance of it causing any issues as the adjustment bolt was tight. But it is curious. It just goes to show that you have to be vigilant in both your annual and pre-flight inspections. Also, it's not just good enough to look at stuff, use your fingers to ensure the fasteners are tight.

While I'm on the subject of annual inspections, I thought I'd pass along a few tips. First, be sure that when you're doing your inspection that you do so in a comfortable environment. Doing an annual inspection in February in an unheated hanger with only a single 60W bulb for light would not be very conducive to a thorough inspection. If you're cold or tired, chances are you'll

rush the job and miss things. Since my hanger is not heated, I've timed my inspection for June. Since I generally spend several evenings doing it, it's nice to be able to open up the hanger door and get the full force of the evening sun on the plane as I work. You can usually be assured of warmer temperatures in June (this weekend's weather notwithstanding) making for a comfortable work environment.

The first thing I generally do is the engine. I do this for two reasons. First, the oil drains out much easier when it's hot. Second, you'll get a more accurate compression reading when the engine is warm. By the way, if you get a low reading on a cylinder it's not necessarily time for a replacement. On occasion you'll get a piece of carbon or lead stuck on a valve or ring causing a leak. Simply put the plugs back in and run it up again including a leaned out, high power run to clear out the junk and retest the cylinder. I usually do the compression before draining the oil to allow for a second run if needed.

There's one last point I'd like to make about the compression check. Never do the check on your own. 80 PSI in a typical cylinder can generate over 1500 pounds of force on the piston. This can result in about 150 lbs of force when holding the prop 30" from the hub. Having a helper to hold the prop at top dead center (TDC) is definitely advisable. Be sure to keep your body out of the prop arc and if the person holding the prop lets it slip off of TDC, just let it go and get clear of it. Don't try and stop it.

One other check that's definitely worth doing is a timing check. As the engine ages, the gaps for the points in your magnetos will increase due to erosion. This will result in a change of your ignition timing.

Please keep sending in the articles and pictures as they are greatly appreciated. Hope to see you all on Thursday for the meeting.



*Chrissy and I taxi by Bob Kirkby's Cherokee 235 at the Camrose Fly-in.
Photo by Bob Kirkby*



Family Trip to Vancouver Island in the RV10

by Troy Branch

Now that I have over 50 trouble-free hours on the RV10 we have been trying to plan a larger trip for some time. The weather just never seems to cooperate for a flight to the west coast which is where we wanted to go. Lucky for us, on Tuesday (May 19, 2009) we made a decision to fly out to the west coast on Thursday as the weather was showing a big ridge of high pressure moving into BC and Alberta. There are very few times that you get perfect weather all the way through the mountains, which lasts for several days. If we were lucky, this could be one of those times.

On Thursday we did our best to get up and away early. With two munchkins, all bets are off to be in the air early. I got up at 5:30 and we still only made it to wheels up around 9:45. I guess it is not that bad considering we have an hour drive to the airport and had to pack the plane. With the flight plan filed and the spot tracker turned on we were on our way. The back track on 24 at High River had to be shortened as a Cessna driver was not listening to his radio and made a really short down wind and turned final when I was still on the back track. I noticed him on downwind when we entered the active he did not respond to me asking him to extend so I would have

more time. A quick turnaround and we were out of there.

We had filed direct to Kimberley and then out the pass at Crawford Bay. Once level at 12,500, it was clear that the scattered forecast was overcast and there was no way to remain legal without a VFR over the top filed. A quick look at the weather on the 496 and sure enough Cranbrook was scattered so I could have gotten down. To be safe and by the rules I turned south and gradually descended to find a gap in the clouds and the rocks to be able to make our way west. I amended my flight plan from the air and we were on our way. We were grounding at 185 kts going south so the deviation would not add that much time.

Once we were west of Sparwood the clouds opened up and we climbed up to 8500' and were able to stay there for the rest of the trip. I ran 50 rich of peak (ROP), truing out at 170+ kts with about 10 to 15 kts on the nose burning 12.5 GPH. We soon passed Nelson, then Castlegar, Oliver, Penticton and so on. We were filed pretty much direct from Nelson as the weather allowed it. As you get closer to the coastal range, the mountains get higher again and the valleys very small. It was very desolate south of Princeton so I gave many position reports along the way to make it easier to find us!!

The small valleys were close together near Hope so I just kept on plugging away direct and jumped from one valley to the other. I cleared the last set of rocks



just west and south of Hope and started our descent. Now I had to try to get to down to 1000ft circuit height in Chilliwack in a very short time. With the power pulled back and the prop set to fine pitch while watching cooling rates, we made a fast descent into the big valley. Sure enough, I was too high and made a wide turn from the north to lose the last bit of altitude. The cabin filled with moist air and the temperature went from -4°C to +18°C. We turned final and touched down 2.5 hours after takeoff. We filled the plane up (115 litres) and went into the terminal for lunch. There was lots of activity at the airport keeping everyone occupied while

we ate. I had many people ask questions about the airplane. Everyone was very interested in the planes numbers.

After a couple of hours there, we filed for our final destination, Qualicum Beach on Vancouver Island. This would be my first takeoff from sea level to see how much power this plane did have. The engine pushed us all back in our seats and we were soon airborne burning 24 GPH in the climb. I pulled the power back to 25 and went into cruise climb mode. The throttle had to be pulled a long ways back to get that power setting. I contacted Vancouver terminal and were cleared to climb to 4500'. Once level we had to descend to 4000' to get clear of an Air Canada flight that passed nice and close above and just ahead of us (yes, I could read Air Canada on the jet). After that we got cleared to climb to 6500' for the



remainder of the flight. We flew north of Vancouver and up the Sunshine coast past Seachelt and then jumped over the south end of Texada and started our descent into Qualicum. We checked out the beaches from the air and then set up for the approach. 30 min from takeoff we were on the ground in Qualicum.

Once we got everything unloaded and tied down, we called a cab to bring us to the Hotel. We soon unpacked what we needed and walked over to the beach. The kids played for a while and then we had some supper. The next day we rented a car and toured around the area and out to Port Alberni and Parksville. We spent time on the beach and walking through the large old growth forests. There was so

much to see so we know we have to go back a few more times this summer.

Saturday morning we got the car back and the plane ready to go. By 10:40 Calgary time, we were wheels up in clear skies. Once I climbed through 1300', I started my right turn over the water towards Howe Sound. The climb rate is so high that I would always be in gliding range of land if something really bad happened. It is a bit of a different feeling flying over water if you do not do it all the time. I soon contacted Vancouver Terminal for clearance to 7500'. That was approved and I set a slow cruise climb of 500 ft/min with the autopilot and enjoyed the scenery. There was not a ripple in the air as we cruised above the snow capped peaks.

Once we passed Whistler I made the last climb to 9500' for the remainder of the flight. Once I got there

I decided to make my first cross country running lean of peak (LOP). I turned the peak detection on and gradually pulled the mixture back. I was down to about 19 inches of manifold pressure and the throttle was back about 25% from full. I was in the 55% power range. The EFIS shows all 6 cylinders as they are on the engine and when "Peak Detection" mode is on, the top number is the peak EGT and the bottom number is the EGT at that time. As you lean, the fuel flow keeps coming down and the EGT keeps going up. Once the EGT has peaked and you keep leaning the fuel flow will still keep coming down and the EGT will come down as well. Another number will appear with an L after it to show how far lean of peak you are. If you richen the mixture

past the peak and the flow goes up, you will get an R to show how much rich of peak you are... nice and simple. EGT and fuel flow is how it works.

So I leaned to around 25° to 50° LOP range. You don't want to go more than 50° LOP. Some engine will get rough near 50° but this engine is smooth way past that. So I must use the number as there is no change in sound or smoothness. The other item you need to look at is airspeed. That will decay as you run LOP. So you have to decide what to trade off: speed or fuel burn. The fuel burn came down to about 10.3 and the airspeed lost about 10kts. This set up would give me a no wind range of about 1165 NM. As I go higher, these numbers will get even better.



We touched down in High River exactly 3 hours later non stop. The trip was 485 NM or 900 km by air one way. We burnt 34 gal to get back. The climb used lots of gas giving and an average of 11.3 gph or so for the trip. It was probably closer to 11 as the 34 gal included the warm up time and taxi. This plane will drink gas just at idle too, so start it and get going is the best advice.

All and all it was a great trip. MapQuest says this trip would take 15 hours and 38 minutes to drive and that does not include the ferry wait and crossing time. I guess we would have had to turn around when we got there to make it back in the same time if we drove! I can't wait for the next trip as I just got my four place oxygen system! Now we can stay out of the bumps the whole way no matter what time of day it is.

The kids did really well for the first big trip. Emma is a pro as she has been flying with me for three years and has over 40 hours airtime and she is only four and a half years old. Gavin is well on his way to building hours and gets really excited to go flying. He even yelled out "High River" when we got back... pretty impressive for a two and a half year old after a three hour flight over terrain he had never seen before. Jody is looking forward to the day that we can have both kids together in the back seat. I look forward to that day too.

This is about the lowest altitude for best LOP operation.



So with everyone either sleeping, reading or eating crackers, we plugged away with a ground speed of 170kts all the way home. Lots of leg room, comfy seats, plenty of music choices and a way better view than WestJet. I just had to turn the autopilot track a few time to make sure I missed the mountains. The system would screech at me that there was terrain ahead and to pull up if I got to close. Once we rounded the corner at Rogers pass the bumps started. It was afternoon flying in the mountains so it was a given. If the bumps got to bad I would shut the autopilot off as it would get the plane flying to fast when we hit strong updrafts. It sure knows how to hold altitude!! It is not safe to be truing out at 185 kts in turbulent air high in the mountains when you don't know how big the next hit is going to be. The autopilot will shut off after a certain speed to prevent an overspeed condition. As soon as we cleared the rocks after Canmore I made a direct leg to High River.



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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 14th, Vulcan, AB – CRUFC/Lethbridge Sport Flyers Breakfast. 9:30 AM at the Vulcan Golf Club. Rain Date July 5th. For more contact Pat Cunningham patcunningham@shaw.ca.

June 20th, Carstairs – Carstairs/Bishell (CGB2) 13th Annual Fly-in Breakfast. 8AM until noon. For more details please contact Glenn at (403) 337-2564

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. 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. Check out 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 (CFX8) – 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/iocnroll_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. Grumman's 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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