



Skywriter



Monthly newsletter of the Calgary Ultralight Flying Club - COPA Flight 114

January 2005

From The Cockpit

by Dave Procyshen

Well, another year has come and gone. I hope you had a Merry Christmas and a Happy New Year. It has been another cold spell lately and with fresh snow falling on Christmas day it was time to look forward to a new year and 2 new board members.

Our club now has a new Vice-President, Garrett Komm, and a new Secretary, Reid Huzzey. Both of these pilots have been members of our club for a while and are no strangers to the fly-in functions. Garrett can be seen flying the highly modified (Fuel Mule) Merlin and Reid is the leader of the Quad City Challenger group.

Garrett has been flying since he got his licence in 1990. Garrett found out that renting a plane at \$120/hr and waiting 20 minutes to take off was not the sense of freedom he was looking for, just like many of us have found. He was attending the Red Deer Air Show and met some guy named Wayne Winters and the rest has been fun flying since. Garrett has over a 1000 hrs with 356 hrs as an instructor. He has also helped out in more than 30 projects and restored 2 for himself. The next project is

January Meeting

January 13th at 7:00 pm

Speaker: Troy Branch will talk about his RV9 project.

a Corsair replica that he hopes will be flying this summer. Garrett and his wife own and operate 3 Sylvan Learning Centres in Calgary. Some of the things he loves about flying are the same things we all enjoy in this club, fly-in breakfasts, fly-in lunches and fly-in BBQ's, as well as a great bunch of pilots to fly around with. Welcome to the board Garrett.

Reid Huzzey is another long time pilot with more than 37 years of flying after having to wait 4 months to turn 17 so he could get his licence legally. Reid has flown many airplanes starting with an Aeronca Champ 7AC 70 hp back in Manitoba, he has also flown many Pipers, a Grumman Tiger 180 and a Cessna 150. Reid has owned many planes too, a Beech Bonanza V tail, Piper Turbo Arrow, Cessna T210, C182, C172 and is currently flying a Challenger II. His private licence with an instrument rating has taken him all over North America with 4 trips to Oshkosh. Reid joined our club in 2000 after flying over Kirkby's air strip and having the pleasure of meeting some guy named Stu Simpson. Stu told him about the CUFC and Reid has enjoyed attending our many functions as we do a lot more flying than we do talking about flying. Reid works for Dominion Exploration Canada Ltd here in Calgary. Welcome to the board Reid.

So, as you can see we have a couple of pilots that bring a lot of experience to the table and I look forward to working with them both. Now with that said Garrett will be taking over the regular meeting this Jan. 13th 2005 as I will be out in Vancouver.



Winter's here and ski flying can be fun. Check out Andy's latest strap-on skis - page 7.

Fly Safe →

CUFC Annual Winter Banquet and Silent Auction

Date: Saturday, February 19th

Place: Treasures of China
45, 180 - 94 avenue SE

Tel: 252-6888

Buffet dinner \$16.00 per person

Reservations not required

Time: 7:30 pm

For more information contact Wayne
Winters: 936-5347

For Sale

COMPLETE Rotax 582 Engine - Firewall Forward Package. Everything needed to fly! 2001 Rotax 582 Blue Head, 247 TTSN, zero-timed with new crank, 1 hr (break-in) SMOH by experienced shop. Comes with 6 month, 100 hr warranty! Electric start (cables, solenoid, key ignition switch), 'B' box, straight exhaust, prop w/ leading edge protection, complete engine mount, Rotax expansion bottle (new cost \$160 US), recovery bottle, radiator, hoses, voltage regulator, water temp gauge and sender, EGT sender, complete throttle and remote choke assemblies (incl. cables, splitters), 2 fuel pumps & rebuild kit, other spares (jets, needles, gaskets, pull-starter, etc.) \$6800. New cost for all this is over \$8000 CDN. Photos and documentation available. Contact Stu at bushmaster@shaw.ca, or call (403) 255-6998.(12/04)

Miscellaneous parts - McCauley Met-L-Prop 66 X 54, Front cowl quarters for Kitfox IV, 2 Fuel Shutoff valves AFS P/N FFVO1, Weatherhead fuel selector valve P/N 6749, 2 Fuel filters P/N 806, Main gear, axles and bungees for Kitfox IV, Airpath Lighted Panel Mount Compass P/N C2300-L4, 3 1/8 Vacuum Turn and bank P/N AN58201-1, 2 inch Venturi P/N 15045, Maule Tailwheel P/N 06-16710, PTT Switch, P/N 11-12100 Aluminum Brake fluid reservoir. Tim Vader, 620-3848, vadert@telusplanet.net (12/04)

Spectrum Beaver - 1987 RX550 BULA, 2 seats, Rotax 503 DCSI, 35hrs since overhaul, \$9000. Dave Procyshen 403-257-8064 (10/04)

Challenger II - 1995, Rotax 503, electric start, 170TT, 2 helmets with built-in intercom, 6" wheels, hydraulic brakes, new skis, always hangared, extra parts, \$24,000 firm. Alan 403-742-5382 (10/04)

Miscellaneous - Two Ultracom helmets with intercom, red, \$400. One A22 navcom no accessories, \$200 each OBO.

XL insulated flight suit, \$100, Bilson 727 headset \$70. Brian Vasseur 512-9045 (09/04)

MiniMax - 90TT, enclosed engine, Rotax 503, always hangared, \$9,700. Graham, 403-601-6853 (08/04)

Murphy Renegade Spirit - S/N50, less than 100 hours on airframe, built under amateur built category and later changed to basic ultralight and modified to single seat. 18 imp gals fuel, full instruments, ELT, Icom A5. New Rotax 582 DCDCI MOD 99, less than 10 hours, electric start, 2.58:1 "B" gearbox, 2-blade 74-34 Tennessee prop, \$26,500. Bernie Kespe 403-255-7419, office 403-259-5498 Ext 233, email bernie.raymac@shaw.ca (01/05)

Avid Aerobat - Advanced Ultralight, 102 hours since rebuild completed in January 2003, new Rotax 582 engine 3:1, Powerfin 2-blade 74" prop, new VFR instruments, new interior, new fabric and paint (red and yellow), wings rib-laced, new wide stance gear, new double tail spring with Matco tailwheel, tricycle gear option included, new cowling with twin rads, folding wings provide easy storage in garage, cabin heat, all maintenance logs up to date, cruise 95 to 100 mph, \$19,500.00 OBO, Troy, (403) 936-8424 or email for pictures brancht@tsesteel.com (10/04)

Notice: Classified ads are free to CUFC members. Contact Bob Kirkby to place or renew your ad (see masthead). Ads will be dropped after 6 months unless renewed.

Ads reprinted from the St. Albert Flying Club Newsletter

Challenger II - loaded. Radio, intercom, cabin heat, brakes, tundra tires, electric start, skis, 446 hrs TT, 144 since motor overhaul, \$16,000. Dan Pandur 780-418-4159.

Volkswagen engine - 1800cc, rebuilt with Great Planes components. No accessories, \$2200. Dan Pandur 780-418-4159.

Rotax 503 - DCDCI, zero time, with exhaust. Gearbox available, \$3200. L.E.S. 780-418-4164.

Team MiniMax - blue & white, Rotax 447 with electric starter, drycell battery, three 5 US gal tanks, speed fairings on struts, wired for radio (power, PTT and antenna), skis, 185 TT, hangared at St. Albert, \$10,000 OBO. Ben Strafford 780-458-1606 or larandbe@telus.net

Team Airbike plans - complete set, manuals, excellent condition, \$200 including shipping, OBO. Reg Lukasik 780-459-0813.

Skywriter

Skywriter is the official newsletter of the Calgary Ultralight Flying Club - COPA Flight 114, published 12 times per year.

Editor: Bob Kirkby 403-569-9541
Email: bob@skywalker.ca

Calgary 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 Armoury, 1227 - 38 Avenue NE, Caglary.

President: Dave Procyshen
Tel: 403-257-8064
Email: dprocyshen@shaw.ca

Vice-President: Garrett Komm
Tel: 403-257-3127
Email: kommair@telusplanet.net

Secretary: Reid Huzzey
Tel: 403-272-9090
Email: huzzey@telus.net

Treasurer: Ken Taylor
Tel: 403-660-2157
Email: kentaylor777@yahoo.com

Director: Robin Orsulak
Tel: 403-651-9064
Email: vquest1@shaw.ca

Past President: Bob Kooyman
Tel: 403-281-2621
Email: kooyman-eng@shaw.ca

Web site: www.cufc.ca

Winter Flight to Red Deer

Ken Bearlands

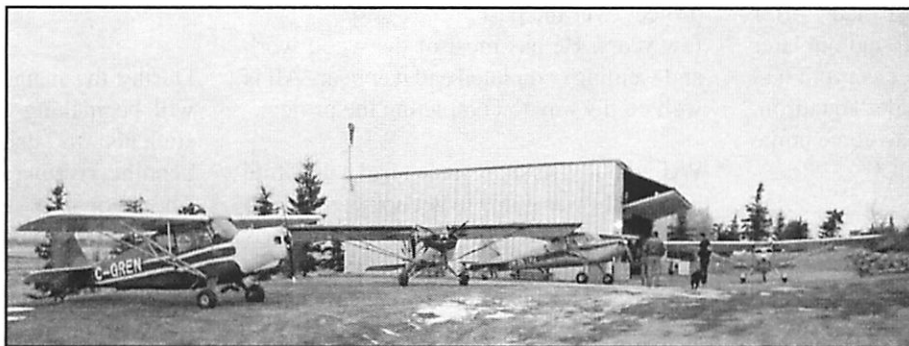
Santa came a week early delivering what every pilot wants this late in the year... flying weather. I had been watching the long range forecast all week and kept waiting for the bubble to burst on Saturday's predicted weather. Dare I plan something this late in the season? Of course! So I contacted Glen Bishell and suggested a Saturday dawn patrol to hunt for that elusive perfect breakfast! Glen was in.

As the weekend approached, I spent a couple of evenings installing a new Tanis engine heater and ran into Jorn at the airport on Friday. He was up for flying on Saturday as well. I knew that Glen would be talking to his son-in-law, Mike to invite him along.

I rolled out of bed at 7 AM on Saturday, checked the weather and, sure enough, we were flyable! Light winds, high overcast and temperatures just below the freezing mark. With sunrise at 8:30, I arrived at 8 AM to find the other three planes already out and on the ramp. Richard had also decided to join us, but decided to leave his Merlin in the hanger and hitch a ride with Jorn in the C-120. I did a quick pre-flight in the hanger and was satisfied to see that the new engine heater had the entire engine warmed up to about 30 C despite the -5 C temperature. I rolled the plane out and took a couple of pictures in the early pre-dawn light. Someone had heard that there was a place to get Breakfast at the Red Deer airport, so we set our sights there.

Jorn and I needed fuel and decided to head to Olds/Didsbury, about 8 miles north. The air was smooth and after a short exchange with the

STARS helicopter (obviously on a far more serious dawn patrol than us), we set up for a landing at Olds. When we checked the sock, it was hanging limp, so I decided to take the grass strip 22. Jorn headed for the paved 28 instead. As I crossed the threshold, I realized that I had a left crosswind of about 5-7 kts which would give Jorn a more challenging left quartering tailwind. I swung around to backtrack on the runway and called Jorn and advised him of the winds, only to see him roll out as he acknowledged my transmission. Obviously,



The Dawn Patrol prepares to launch in search of breakfast. Photo by Ken.

I was a bit too late on that call.

At the pumps, Jorn had to fix his tailwheel as one of the control springs had let go on landing. This is quite a testament to Jorn's skill in that he was able to keep the plane on the runway with a quartering tailwind and only left rudder available!

We were just mounting up when we heard Glen and Mike pass overhead. A quick backtrack to 10 and we were off. Jorn blasted off ahead in search of Mike and Glen but I decided to cruise normally and enjoy the smooth morning air. Besides, they were only about 5-7 miles ahead of me and I was slowly closing on them. By the time I



Two Christavias meet in Red Deer. Photo by Ken.

was on downwind for Red Deer, I was ahead of Jorn and was in time to watch Mike flare for his landing. The trip to Red Deer was quite quick with ground speeds in the 130 mph range thanks to a strong upper tailwind.

Landing in Red Deer is always a treat. All those classic A/B-26's lined off to watch our landings is a little awe inspiring. We taxied past the lines of water bombers and up to the ramp in front of the Esso Aviat FBO. The first indication that this was a good place to stop was the friendly fuel truck operator who pulled up to see if we needed any fuel. It turns out that he is also an active pilot. We wandered over to the terminal building to find some breakfast only to discover that the restaurant was now a check-in counter. As we left the terminal, we noticed that there

were about 25-30 Air Cadets and officers milling around the security area. As a former Air Cadet, I found this a little odd as normally most cadet functions involving travel are in the summer, not a week before Christmas.

We wandered over to the Red Deer Flying Club still in search of breakie. It appeared that a meeting was just breaking up so we asked one of the members where we might find a restaurant. He mentioned something about a Tippitina in the Esso Aviat. Not knowing what a Tippitina was (although I did know a tipsy Tina once), I assumed that we might get some breakfast there.

Sure enough, we were in luck! Tippitina is a small café that boasts having excellent homemade pies. The owner was just opening up and the coffee was perking. Of course, it would take more than boasts to convince us that the pies were better than those in Linden, but we were up for the challenge. Breakfast was indeed wonderful and the pies were excellent. However, I think the jury *(continued on page 4)*

Winter Flight - continued from page 3

is still out as to whether or not the Linden pies are better.

When we walked out to the ramp, we noticed a number of people standing around. Being a friendly lot, we struck up a conversation and found out that there was a CF-18 on its way in. We didn't have to wait long before the Hornet showed up and did a short airshow routine for us before landing and taxiing to the terminal. Aha, that explains all the cadets hanging around the airport, they had prior knowledge of the arrival. I found out later that the pilot was from Red Deer and had graduated from the local cadet squadron. He had borrowed the CF-18 to come home for the weekend. Very COOL!



On the ramp at Sundre. Photo by Ken.

On the taxi in, I noticed a familiar blue and white taildragger tied down in front of the Airspray hanger. Several years ago I made the trip to Red Deer to visit Ray Dancause, who had built a C-90 powered Christavia MK I and I was delighted to see it was still there. Ray did a wonderful job of finishing his plane. The interior looks like something out of a factory. I taxied Chrissie over in front of Ray's plane to take advantage of the photo op.

With the pictures out of the way we decided that the next stop should be Sundre, about 30 miles SW of Red Deer. Red Deer radio cooperated and allowed us to do a formation departure. This time we were all able to form up immediately after take-off which allowed us to get some nice air-to-air shots. Unfortunately, most of mine came out blurry. I'm thinking its time for a new digital camera. Most of the way we had a light 10 mph headwind that was still quite smooth but by the time we got to Sundre, the wind had dropped to 0 and the

sock was hanging limp.

At Sundre we decided to drop in on Alf and Norma Bicknell, a nice couple who live in an apartment right on the side of their hanger. How cool is that! Alf has been working on a DeHavilland Tiger Moth restoration project over the past few years. He has most of the wood work and welding completed and it appears Alf is well on his way to completing the project.

We cut our visit short since I had a deadline to keep if I was going to get home in time to make my wife's Christmas Dinner and Dance in Kananaskis that evening. The formation flight home was again helped along by the same smooth winds. In all, we had another great day of flying, our second in a week. I'm really starting to enjoy this winter flying and with the Tanis heater installed and a very powerful cabin heater, I should be good to about -15C to -20C!

Oh yeah, I picked up my new digital camera yesterday complete with image stabilization and a long telephoto lens, so no more fuzzy pictures! ➔

SAIT offers Metal and Composite Structures course.

There will be an introduction to both Metal and Composite structures offered in January and then a more advanced course in both offered in February 2005. The courses are each 24 hours long and will run over two weekends – 4 days of 6 hours training each.

The Introduction courses are the prerequisite for the second more advanced course.

BLUE YONDER

AVIATION
936-5767

*Located at
Indus-Winter
Aire-Park*

Dealers for

Easy Flyer

T.E.A.M. mini-MAX

Build and fly this
popular kit for only
\$6500.00

Merlin

- Flight Training
- Ground School
- Intro Flights \$25.00
- Gift Certificates
- Rentals (Block time)

During the metal introduction course we will be making a tool box to allow the students to understand some of the bending, riveting and metal finishing skills. The tool box is a takeaway for the successful student.

During the Composite Introduction course we will be making a fiberglass picnic hamper with melt water drain and foam insulation, a recessed lid and two side handles to demonstrate moulds, lay-up techniques, reinforcing techniques, hardware insert techniques and finishing techniques. Again, the hamper is a takeaway for the successful students.

During the Introductory courses we will be surveying the students to determine their needs for a second more advanced class. Once we understand their needs, we will be developing the follow on training to that specification if possible.

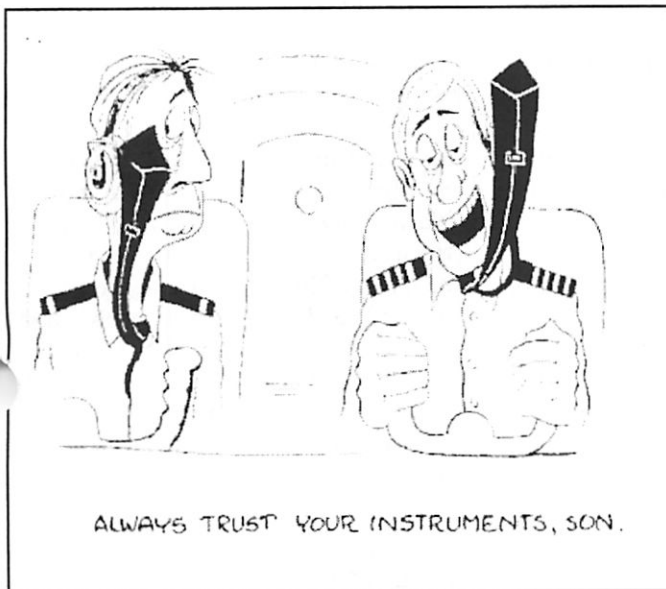
The courses are advertised in the Continuing Education Calendar and on our web site. We need 12 students to run the course and if they do not materialize, we will most likely not offer these types of courses again.

Please pass this information along to those who might be interested.

John A. Myers
Manager, Aviation Business and
Operations
SAIT
Tel: (403) 210-4266

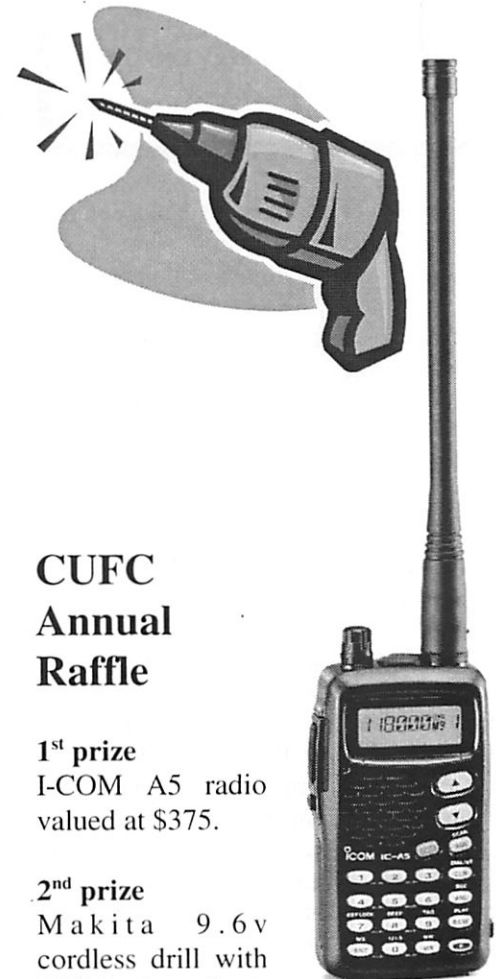


Jorn Havik's 1947 Cessna 120. Photo by Ken Beanlands.



Over the past couple of years, Transport Canada has been examining ways of improving how information services are being provided to the flying community. As a result, TC will be introducing a number of improvements over the next year. The first is that the A.I.P. Canada is now available on the Transport Canada Web site in a downloadable (PDF) format; however, this is only a temporary measure, as the AIP will be phased out and replaced by a new publication starting in October 2005. In order to prepare for the introduction of the new aeronautical publication, called the TC AIM, the last amendment to the paper version of the AIP will be amendment 02/05, dated April 14, 2005.

For more details on the changes and to view the on-line A.I.P. go to:
www.tc.gc.ca/civilaviation/regserv/Affairs/AIP/menu.htm



CUFC Annual Raffle

1st prize
I-COM A5 radio valued at \$375.

2nd prize
Makita 9.6 v cordless drill with 3/8" keyless chuck valued at \$109.

Tickets \$10.00 each.

Draw will be made at the February meeting.

Get your tickets from Ken Taylor when you renew your membership for 2005.

Membership Dues Increase

The board of Directors of the club voted to increase the membership dues for 2005 to \$25. This is due to various increasing costs.

Remember to renew soon in order to continue receiving the Skywriter.



Light Engine Services Ltd.

AUTHORIZED
ROTAX
REPAIR CENTRE

DEALERS FOR
Titan Tornado

For Rotech Research Canada Ltd.

- Aircraft Sales - Service
- Rotax Engine Sales - Service - Parts
- Engine Test Stand Service
- Engine/Flight Instruments - Radios
- Propellers - Spinners - Accessories

Call: 780-418-4164
 or 1-866-418-4164
 e-mail:
lightengine@clearwave.ca

RR1, Site 6, Box 11, St. Albert, AB T8N 1M8

A.I.P. Goes On-line

Some good news for those who have trouble keeping their A.I.P. up to date.

My Favourite Books

by Allan Botting

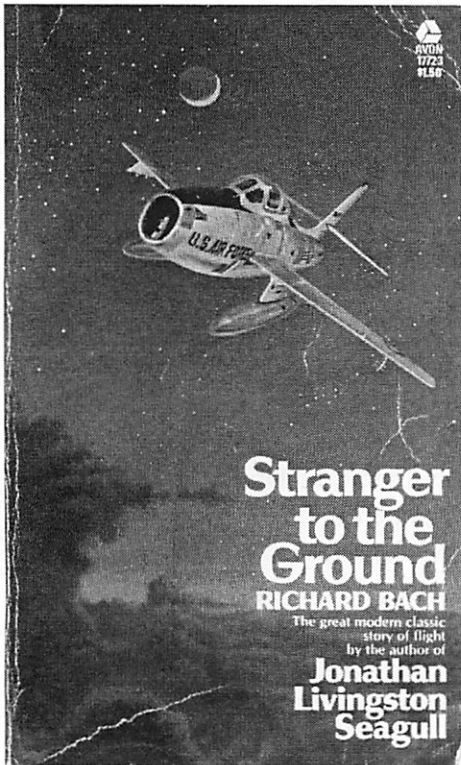
The Skywriter is opening a regular column inviting members to write a short "book review" on their favorite aviation books.

I will take first crack at some of my favorites. These are books I read and save and treasure. What I mean by treasure is that I will re-read them and enjoy their portrayal of flight many times.

Stranger to the Ground

by Richard Bach

This is Richard Bach's first book, written in the early sixties when he was serving in Europe as an US Air National Guard pilot flying a Republic F-84F Thunderstreak. He is flying a simple "courier package" from England to his base in France. It is night and he is routing past thunderstorms. The book is a treatise on one man's love of flight. Ranging from detailed stories of dropping practice bombs on the range to gripping tales of flying through thunderstorms, to the unique bond that



develops between man and inanimate machines, Bach tells the story as only someone can who has lived the life.

Yes, it is a military fighter, and that holds a level of fascination for some of us, but it is so finely detailed and worded that you feel you are in the cockpit on that dark and lonely night.

Bach's later work have become pretentious and shallow, the flying has been replaced by levitation and seagull parables (Jonathan Livingston Seagull). Others that come close to this book are, *A Gift of Wings*, *Nothing By Chance* and a little jewel called *Out of my Mind*. These I will review at a later time.

Stranger to the Ground is earnest, brave and painfully honest. If you like aircraft and flying, or like reading about them, this book is a must read.

Island in the Sky

by Ernest Gann

Ernest K. Gann keeps you on the edge of your seat as pilots of the WWII Aircraft Ferry Service search for one of their own that has strayed off course on the way back from England. The search continues for the lost and presumed downed plane in the vast unexplored wilds of Labrador. It's a good story of the fight for survival in bitter low temperatures and what can happen if you are unprepared.

Again this is Ernest Gann's first book written in 1944 when he had just come to realize that the love of flying was going to consume his life. A veteran pilot will find no flaws or mistakes or stupid exaggerations in the technical descriptions in this book. Gann will put you in the left seat and make you sweat. Unfortunately, this book is now out of print, scour the used-book stores! His other memorable books, *The High and the Mighty*, *Fate is the Hunter*, *Band of*



THORNE AERO & Composite Ltd.

Aircraft Spruce & Specialty CANADA
Distributor

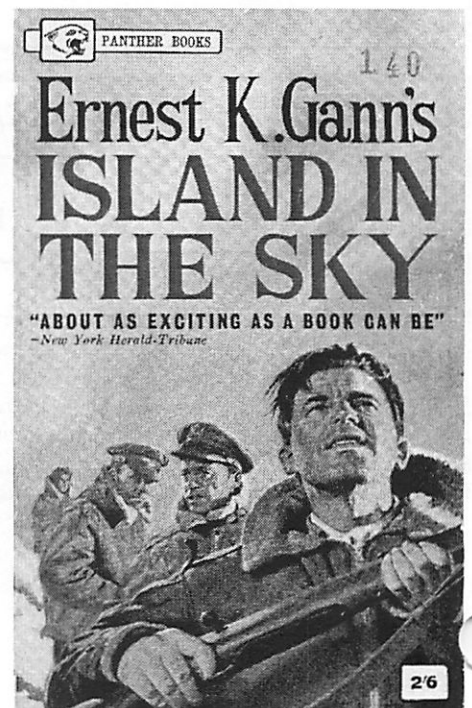
Parts & Materials For
Amateur, Customized and Certified Aircraft

Phone & Fax: 403 264-1513
Email: info@thorneaero.com www.thorneaero.com
529 Hurricane Drive, Hangar 8, Springbank Airport
Calgary, Alberta, Canada T3Z 3S8

Brothers, *A Hostage to Fortune*, *The Aviator*, *The Black Watch*, to name a few, should be covered here in the future. No, the Aviator is not about Howard Hughes! There was a 1985 movie called *The Aviator* with Christopher Reeve and it was based on Gann's book.

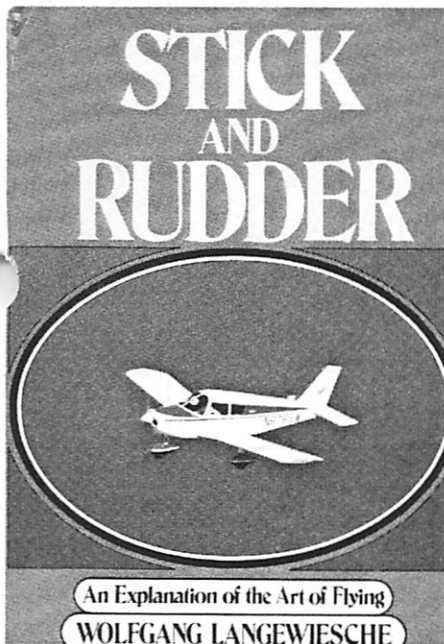
An interesting side to the Gann books is that, finally, two of my favorite movies, *Island in the Sky* and *The High and the Mighty* are going to be released on DVD in the spring of 2005. The movies were made in 1953 and 1954 respectively, both starred John Wayne and both directed by William Wellman. Here are two classics with John Wayne, properly directed so he is not playing John Wayne, the hero, like usual.

(Continued on page 7)



Stick and Rudder: an Explanation of the Art of Flying by Wolfgang Langewiesche

One of the finest books I have read about how an aircraft flies. The aim of the book is to explain in simple terms the physics of flight and to develop within the reader an intuitive feel for flight. Flying is a three dimensional activity and does not come easily or obviously. The ideas about the control of flight can become somewhat intuitive if you read this book. It presents flying in its basics without the hype - in a way in which you can visualize flying - and can start developing the intuition and the appreciation.



This book will keep the engineers and the non-engineers hooked. The explanation for angle of attack is simply beautiful - the importance of the angle of attack cannot be understated. And the understanding you will gain from this book will help you fly every day. →

Readers are invited to submit a short review of you favourite books. Email to Bob Kirkby: bob@skywalker.ca

Ski Flying

by Andy Gustafsson

Flying with skis has always interested me. The first set of skis I built was back in 1992 for my Challenger II. It allowed me to go flying from my snow-covered field when the white stuff was too deep for wheels. I have always treasured being able to skim over snow covered fields, mile after sparkling mile and landing wherever I wanted to.

I have landed on Chestermere Lake when the snow was too thick for any wheeled aircraft to even attempt getting airborne. I've had the whole sky to myself in the midst of winter, and flown in close to -30°C weather with the Bow River valley hidden in ice fog. Performance in those frigid temperatures is mind boggling. The take-off took me only 3 fenceposts. I was in the air climbing at an angle that filled the whole windshield with wonderful deep blue Alberta sky. The 503 did not miss a beat in the perfectly stable air.

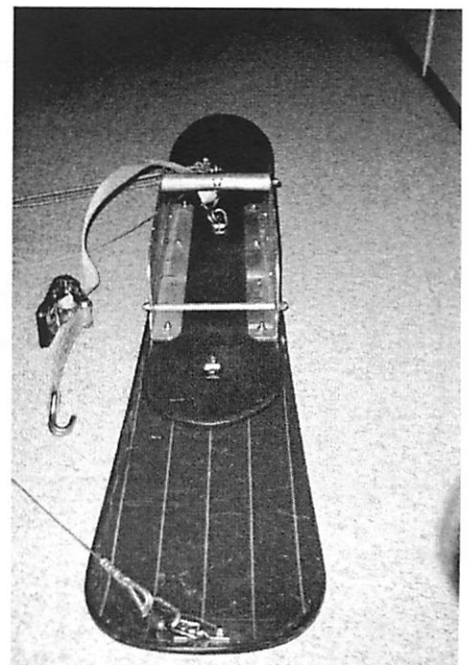
Once I spotted a group of snow mobilers way out in the middle of a big field. I circled them and landed beside the earth bound machines. The look in their eyes was of pure envy. Here I was, free as a bird, able to go anywhere without the hindrance of fences and roads. In his excitement one of the guys phoned his wife to tell her that a skiplane had just landed beside them.

I sold my Challenger, and when my new Merlin airplane was built I turned my attention to skis as soon as the first snow fell. The prototype is a new concept in that the plane can be rolled on to the skis and strapped into what I call a "receiver boot". The "boot" holds the wheel tightly in place and prevents any twisting movements. The strap holding the wheel is a heavy duty ratchet strap with built in lock. Limiting cables are hooked up and double bungee cords are holding the ski tip up. All in a clean, simple package that is very reliable. The beauty in this set-up is that the wheels stay on, and after the skis are removed the plane can be rolled into the hangar.

The prototype skis were made out of 3/16"

aluminum plate and as we know, they don't slide on the snow that well without applying kerosine underneath. Kerosine wears off and after landing you can get hopelessly frozen to the snow. I also found, and was nicely told, "those skis are too wide and too short". The thinking cap went on again and then it hit me, what about a pair of plain "snowboards". They are flexible, strong, and they are made to slide on snow.

I started to look for snow boards, but new boards were priced way up there. I finally found a pair at Sport Swap and they gave them to me, for free. Talk about luck. 64 in. long and 10 in. wide - just what I was looking for. I installed my "boots" onto the snowboards and at first sign of snow, I was out at my hangar strapping on the skis. At the first tryout I was amazed at how easy they were sliding on the snow. The second surprise was the lack of directional stability. I was sliding sideways and installation of runners was badly needed. I still had the runners from the old skis and I bolted them on right underneath the "boot". With the skis fitted and ground tested I am waiting impatiently for more snow. Alberta weather has a habit of playing tricks on us and all I can do is wait and hope. So stay tuned for a report from the test flight. →



Snow boarding anyone? Photo by Andy.



Glen Bishell's Bushcaddy. Photo by Ken Beanlands with his brand spanking new Lumix digital camera. Is that Alice taking a picture of Ken from the right seat?



BoatCraft

6316 - 106 Street Edmonton, AB T6H 2V3
 Phone (780) 437 4919 Fax (780) 433 4373
 e-mail: sales@boatcraft.com

West System Epoxy products, Fillers and Additives
 Carbon Fiber, Kevlar, Fiberglass Cloths and Tapes

Light Weight Okoume Mahogany Plywood
 (Thicknesses: 1.5, 3, 4, 5, 6, 9, 12, 18 mm)

Paints, Stainless Steel Fasteners

Alberta's Sailing Supply Centre
 Stitch & Glue Sea Kayak and Canoe kits
 Waters Dancing Boat kits - www.watersdancing.com



Dan Mitchell's EZ-Harvard with new Oleo strut landing gear designed and built by Dan and Ted Beck. Photo by Adam Hunt.



Mike Sweere's immaculate Aeronca Chief. Photo by Adam Hunt.



Brian Vasseur in the Rans S-12 he co-owns with Wilf Stark. Photo by Stu Simpson.



Reid and Chris Huzzey in their Challenger II. Photo by Dan Mitchell.