



Skywriter...



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

MARCH 2006



Troy Branch snapped this beautiful shot while introducing Rose to the wonders of flight. See his article for details.



Al McNeil captures Garrett departing on a winter patrol

From The Cockpit

By Garrett Komm

What a winter we are having. Some of the mildest temperatures in recent history and the least amounts of snow for awhile. With another annual dinner and silent auction in the record books, it can certainly be called a success. Hats off to Dave Procyshen for going above and beyond the call of duty by pulling the whole thing together in grand style. The room was large and exclusive. I sense that it was quite the event since there seemed to be no lapse in the conversation at any of the tables. The items up for bid seemed to be well received; no items were left over after the final clinking of the coffee mug. We raised a good amount of revenue and we look forward to all the good that we can do thanks to your generosity.

To recap the last meeting in February, special thanks to Stu for his detailed analysis of the Linden incident. Seeing the end result and the series of events leading to that point proved to be very informative as well as beneficial to all those that will take the lessons to heart. Thanks also to Bob Kirkby for his report to the club on behalf of COPA. I think we can all agree that good representation on those matters dear to us is an advantage. Seeing some of the narrow-mindedness that we face in keeping the Banff strip open, reminds me of just how important his role is. Thanks.

The next meeting will be with the search and rescue gang. A big tip of the hat to Warren Arnholst for

putting us in touch his friends at CASAR. Not many people know but Warren has been doing a lot of training with this group. He has flown a few missions looking for aircraft in the mountains, as well as the bald prairie. I will have him speak a little more at the next meeting. Have your questions ready, it will be a rare opportunity to have some interesting stories told.

The Fuel Mule is gone to a new owner. Three people had called within the first week. Pat Cunningham is the new pilot. We found that the prop had coursed out for one reason or another. It made a full power take off less than appealing. I found that in flight it was cruising really well. We did a little work on it, and the last report says that all is better. I am glad to see it go to a conscientious, well-rounded, enthusiastic pilot. No tears on my part. I have more than enough memories and pictures to keep me going for a long while. The next project is in the works now and it will have two engines, stay tuned.

Dan and I flew on the Feb 26. Seeing all that fresh powder and no tracks made it irresistible. We were trying to see the swirls of snow left behind in our wake. Doing touch and goes could be very interesting. The braking action of five inches of powdery white stuff would make Midas Muffler and Brake envious. The only saving grace is a real solid three point landing, nice and slow. We were very conscious of the nose over. That day turned out well and looking forward to the longer days ahead.

Wishing you tail winds and no bumps.
→

Skywriter

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

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Calgary Ultralight Flying Club COPA Flight 114

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Raffle Winners

- 1st Prize:** Vertex Standard VXA 210 Handheld NAV/COM - Doug Gallenger
- 2nd Prize:** Lightspeed QFR Solo/c Headset – Dave Procyshen
- 3rd Prize:** Framed Picture of Calgary - Peter Neadam
- Early Renewal Prize:**
Makita 14.4 V Cordless Drill Kit - Terry Wells



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CAVU Dreams

By Ken Beanlands

It's been a very busy month for me. We've had a number of projects on the go at home that have taken time away from flying and it's now been over 2 weeks since I flew. Oh well, the forecast for the weekend looks good and both planes are serviceable (except for a dead transponder on the 150). In addition to the home renos (new kitchen, siding and windows) underway, I finally got a start in at the Buttercup. I've started to build the wing rib jig.

One of my other projects has been the upgrade to the Cessna 150. With the help of Caviler Aviation and Canadian Avionics, I have added new carpets, interior panels door and window seals, repaired the door and window latches, installed a cowl Camlock fastener kit, installed a new King KX-125 with glideslope, encoder and PS Engineering audio panel with built in intercom. I was quite pleased with the work done by both companies and I'm very happy with the results. The only thing that really needs attention is the engine, now 300 hrs beyond TBO. It's running well with good compressions and a clean oil screen, but it has been a bit hard to start lately.

As many of you know, this project, like Garrett's new top-secret project,

now sports two engines! OK, they won't both be installed at the same time, but the project definitely does have two engines now. This development was the result of a fax I received from AIG insurance saying that they had accepted my bid on a 1970 Cessna 150K, which Hurricane Wilma had turned into a "kit". I had bid on the plane primarily for the engine, which was overhauled in 2004 by a certified shop in Florida and had accumulated only 103 hrs since then. This still leaves me with a low time engine, but not one that's been sitting, unused for two years... in other words, the perfect prize. What made this venture even more profitable was the fact that the high time engine currently on the 150 is a perfectly good candidate for the Buttercup project. This I plan to overhaul myself when the project progresses to the firewall-forward stage.

So, now I was faced with a little problem; I now owned an unflyable aircraft located in... FLORIDA! Although I had other options, I decided to Groveland Florida and retrieving the C-150 myself.

When I told Dad of my new plane and the plan to drive to Florida, he suggested that he would be interested in joining me for the trip. Air Miles to the rescue! I had him booked on a flight from Newfoundland before he could change his mind.

The next challenge was to get a trailer

capable of bringing home my prize. It just so happens that I have a 17' boat trailer with a tilting feature. It took me about a week to build a 12'x 7.5' flat deck from 2x6 and 3/4" plywood complete with new lights and wiring.

We left at 7 AM on Friday, February 17 rearing to go, only to be caught for an hour on the Calf Robe Bridge! Everyone asked me how I made out bringing the plane back across the border, which was a non-event. However, when the US Border guys heard that I was going to Florida to retrieve an airplane, we ended up with a 1.5 hour delay while they made sure that we had the correct paperwork to "export a plane". Finally, with 2.5 hours wasted, we were on our way again. We didn't get as far as we had hoped that day, but we did make it through Montana, Wyoming and into Spearfish, South Dakota. The next day, we made good time across South Dakota (due to a 75 mph speed limit), then through Iowa and most of the way through Missouri where we spent the night in St. Louis.

The temperatures finally started warming up on Sunday from the -20 to -40 C we had been experiencing to around the freezing mark, but it was still unseasonably cold. We made it through Illinois, Kentucky, Tennessee, Georgia and into Florida on Sunday where we spent the night about two hours from the salvage yard.

Finally, warm weather! We made it to the salvage yard at about 10 AM to a sight I hadn't expected. The yard was roughly carved out of the Florida forest and sat behind a couple of rural houses. There were hundreds of aircraft there and they all looked so derelict and forlorn. After a short search, we located N6095G near a back gate with a flat tire. The yard owner had offered us as much help as we wanted to load up for a flat rate of \$100, which we accepted. 15 minutes later, the fuselage was sitting on the trailer thanks to a crane.

The trailer had been carefully measured to allow the plane to sit tail-first, and still have enough room
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My prize immediately after her failed battle with Hurricane Wilma



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under the fuselage and between the landing gear for the wings and tail to be strapped down. We decided that with the extremely light tongue weight, it would be best to remove the engine and secure it on top of a tire in the back of the truck instead. That took about two hours to accomplish.

Everything was still coated with a layer of grime when we left and I was a little disappointed in the airframe components. We left the salvage yard and started heading home stopping about 30 minutes later to check everything out. The only problem I noticed was that the broken rear window was slowly disintegrating. Duct tape to the rescue. Another interesting thing was noted as well, the plane's coat of grime was gone! Hmmm, it doesn't look that bad now. That evening we drove through showers as we made our way to a motel just north of Atlanta. By the next morning, not only was the grime gone, but the plane was actually somewhat shiny!

The drive back was pretty easy until we got into Wyoming. We had spent the night just north of Kansas City and by 6 PM on Wednesday, we were just hitting the first snow showers of the trip at the Wyoming/South Dakota border. The roads still seemed good so we continued through at about 100 KPH, a bit lower than the 120 KPH speed limit. Traffic was light and I followed the couple of vehicles ahead of us as they passed a snow plow. I hadn't made it 100 m ahead of the plow when my nightmare came to life! The truck had shifted to a lower gear as we started up the incline and the increased torque was enough to break the rear tires free on what, I now realize, was black ice! We fishtailed back and forth about five or six times before I got the whole mess back under control. The saving grace was getting on the ABS brakes. As soon as I hit them, the oscillations started slowing down, but it was still pretty freaky to see the sides of the trailer in the rear view mirrors as the trailer tried to jack-knife! Fortunately, we were on an interstate highway with two lanes and two shoulders to work

with. I pulled over and let the sander pass by me and pulled out behind it. 500 meters later, he pulled off the road leaving us to fend for ourselves on the icy roads.

We drove about seven hours that night at 50-60 KPH before finally getting into Montana and finding a motel. The roads were terrible. I expected the same conditions right across Montana the next day, but by the time we got to Billings, we had clear, dry roads all the way to the Alberta border. The last leg of the trip was done in blowing snow, which reduced our speed to about 70 KPH. It took us five hours to get from Couettes back to Calgary, but we arrived safely at about 9:30 on Friday evening. The trip took exactly one week and covered 8,980 km and seven books on tape!

Friday morning, I dropped the engine off at Stauffer's for a health check and test run. As of this writing, I've heard back that the crankshaft is good. The spinner had been crushed leaving us a little concerned about the crank despite the fact that the prop itself turned out to be undamaged! This was a welcome surprise as I hadn't expected to get a good prop out of the deal. The radios were basically junk (an old KX-145 and Narco AT-50) but the instruments look good. The one thing I wanted from this plane was a clock to replace the unserviceable one in C-FCUT. Wouldn't you know it, the new clock is also unserviceable.

I'll need to do a little work to the engine before installing it. I've just ordered a light-weight Sky Tec starter to convert the plane from a "pull-type" starter to a "push button type" starter. I've also ordered an oil filter kit for it as the stock engine only has a screen. We will need to NDT the engine mount when we swap the engine and check over the exhaust and baffles. Fortunately, the new engine has a good set of both to go back on. I hope to have it completed by the end of March.

Was it worth it? Absolutely! The trip was really enjoyable, and gave me a chance to spend some quality time with my Dad. I'm sure we solved all the world's problems. Cost wise, I ended up spending about \$4,000 less than the quote to overhaul my current engine, plus I now have a good core engine and a ton of good parts for the Buttercup. For anyone building an experimental, this is definitely an option worth exploring. If anyone is interested in bidding on your own salvage aircraft, check out the following sites:

- http://www.aigaviation.com/salvage/salvage_List.aspx
- <http://www.phoenixaviationmgrs.com/pamweb.nsf/WebAuction?OpenForm>
- <http://www.kwsalvage.com/list.asp>
- http://www.ladaviationinc.com/salvage/available_salvage.htm
- <http://www.usau.com/USAU.nsf/Doc/SalvageOpening> →

Club members and guests enjoy a wonderful evening at Fox Hollow Golf Club for the Annual CUFC Winter Banquet and Silent Auction. (Photo by Garrett Komm)



Rose's First Flight

By Troy Branch

Sunday February 19th, 2006 was a great day for a little tour by air.

Alan, a co-worker, asked me well in advance if I could take his wife up flying for her birthday. There is nothing better than taking someone for a ride in a small plane for their first time. I checked the weather Saturday night and confirmed that Sunday was definitely a go.

Sunday morning I checked the weather again and the winds were forecasted to be 22 knots out of the NW at 9,000 with no ceilings in the morning. I got to the airport early to spend some time wiring up more panel lights before they arrived.

When they arrived at 9:30, I gave Alan and his wife, Rose, a briefing all about the aircraft. I had already done the walk around but performed a second one just so they could learn about the aircraft and see how it was built. I had Rose get in the right seat while the plane was still in the warm hanger so she would not have to rush in the cold air. She was clearly getting quite excited for the trip! I called Flight Services for a weather briefing and filed a flight plan. A flight plan makes going through Calgary Airspace very easy. Flight Services informed me that the winds were now pushing 30 knots out of the NW at 10,000, so I warned Rose that a flight into the rocks might get quite rough. She wanted the grand tour, so the plan was Banff, Calgary, Drumheller, and back to High River.

I got in the plane, fired it up and proceeded to the run-up area. She was very interested so I explain every step of the run-up procedures. We then back tracked runway 24 to get ready for takeoff. I turned around at the end of the runway and asked if she was ready. I don't think I seen anyone be so excited to go flying. She sure was and I slowly pushed the throttle to the stop. We were off the ground in no time climbing at 1200 FPM with



Troy Branch boldly ventures where mere Ultralighters fear to tread... Class C Airspace! (Photo by Troy Branch)

the glow of the mountains in the foreground. She could not believe how smooth the ride was and how small everything looked.

We left High River and I contacted Springbank Tower for clearance through their airspace. Halfway through Springbank's airspace I decided that I should start the climb for the rocks, so I got permission to switch over to Calgary Terminal to get clearance to climb into Calgary's Class C. I was quickly given a squawk code and had permission for a climb to 8,500. Rose was quite surprised when I told her that Calgary Terminal could see exactly where we were and how high. She new exactly what 'climb to 8,500' meant - going even higher - and she couldn't wait! We were under Radar Service until just before the rocks and they had me keep my squawk code for the return flight.

The climb later took us to 10,500 with a great view. There were very few bumps at that altitude but the wind was clearly out of the NW. As we rounded the corner at Canmore the air bounced us around quite a bit but I ensured her that every rivet was set right!!! ;-). These were bumps from

the north wind creating lee side rotors that were swirling off the mountain's edges whipping down the north/south valley. At 10,500 we weren't much above the peaks on the east side of the valley so we were not quite clear of the bumps.

Not wanting Rose to spill her cookies on her first flight, I opted to turn around. I banked over in the middle of the valley with the tunes cranking! Looking out the unobstructed canopy in a 45° bank was quite impressive. I said to Rose, "This is what flying is all about!" Spectacular scenery! I wanted to keep her mind off how rough it was and this sure did the trick.

I started the decent and entered Calgary Zone at 9,500 and then got clearance to descend to 7,500 - the altitude at which we crossed the city. Four minutes across town sure beats driving and is a whole lot less stressful! Calgary sure is spread out.

Calgary Terminal asked if we wanted to descend lower and circle the core. It would have been nice, but our next tour was Drumheller. As we were going through Calgary airspace, we
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had perfect timing resulting in a Westjet 737 pass right under us. Definitely a different way to look at them! We cleared Calgary Zone and were off to Drumheller.

We flew over Horseshoe Canyon, circled the town of Drumheller and then headed back to High River. The air was smooth, so it was a perfect opportunity to show Rose how to fly. She was able to make gentle turns and get the wings back to level quite well - instant pro! Must be the RV!!

Right after this she said something that caught me by surprise... 'Well, I think now I should have no trouble going up in a passenger jet.'

"You mean you've never been in an airplane?", I quiered.

"Never."

"Well I'm sure glad to hear that you think flying with me is more comforting than Westjet!" What a compliment!

We finished the tour with the remains of the Carseland grassfire, followed the river to Natures Hideaway and then back to High River.

An hour and 45 minutes later Rose's grand tour, and first time in an airplane, was over and we settled back into High River. Flying sure is the best possible way to take in all the sites! →

Changes to the Springbank Airspace.

By Ken Beanlands

As some of you may or may not have heard, there were some significant changes made to the Springbank airport and the surrounding airspace which came into effect February 16, 2006. There had been some concern

that the airport's control zone was now Class C airspace, but fortunately, it is still Class D.

The primary change has been the addition of a GPS IFR approach. To help manage the converging aircraft onto the IFR approach, there are two small extensions to the Class C airspace at the north and south of the Springbank control zone with a floor of 5200' (approximately 1000'-1200' AGL). Previously, the floor for Class C in this area was 5800'. In addition, there has been an extension to the Class C airspace to the west of the control zone with a floor of 6500' (previously 8000').

The new IFR approach has also required moving the training areas northwest of the control zone further west.

These changes should be easy to accommodate by club members heading to Springbank and the addition of an IFR approach into Springbank will certainly be welcome by the pilots who are based there as it will provide a practical and cost effective alternative to diverting to the International in IMC.

With NavCanada's permission, I have included a brochure detailing the changes in this month's newsletter. A color version can be downloaded from our CUFC website or by sending me an e-mail at kbeanlan@telus.net. This brochure should not be used for navigation. Please ensure you have a current Canadian Flight Supplement and Calgary VTA when venturing into Springbank or the surrounding airspace. The changes are also detailed in Aeronautical Information Circular 34/05 dated Dec 22, 2005. →

Great shot of the International Airport! (Photo by Troy Branch)



Flying Events

\$3/children. Everyone welcome! For more information contact Joe Harrington at Tel.: 403-381-0574; E-mail: Lethbridge-Sport-Flyers@telus.net.

March 18 – CUFC/ COPA Rust Remover – 9:00 AM to 1:00 PM Cardel Homes, Lower Theatre. There will be no fee for CUFC members and a \$5.00 fee for non-members. For more information please contact Dave Procyshen or Bob Koovman.

dmatthews@vvc.com or
jessicad@vvc.com; Website:
www.aviationalberta.com.

May 14, Sundre, AB - The Sundre Flying Club Annual Mother's Day Fly-In Breakfast from 8 a.m. to noon at the Sundre Airport. Contact Myron Bignold at Tel.: 403-638-2214; E-mail: winnmy@telusplanet.net

May 21, St. Albert, AB - Light Engine Services Rotax Speed 60 and barbecue lunch at the St. Albert Airport (CES3, N53 25 W113 41 37). Pilot meeting at 9 a.m. Rain date: May 22. For more information contact Ben Strafford at Tel.: 780-458-1606; E-mail: larandbe@telus.net.

May 28, Camrose, AB - Camrose Flying Club/COPA Flight 137 is hosting a Sunday morning 7 a.m. to noon fly-in breakfast at Camrose Airport (CEQ3) - coordinates N53 02 25 W 112 48 56. Everyone welcome. Photos for all aircraft arriving on short final. For more information contact Barry Graham at Tel.: 780 672 7973; E-mail: grahamb@cablelynx.net; Website: www.camrose.ca.

June 10, Lethbridge, AB - Annual Lethbridge Sport Flyers Fly In Breakfast at the Lethbridge County Airport, CYQL. Airwest Hangar N49 37' 49" W112 47' 59". COPA Flight 24 Fly-in Breakfast 8-11 a.m. at Airwest Hangar, \$6/adults,

June 25, Wetaskiwin, AB - Wetaskiwin Father's Day Fly-in, 0730-1100, EX3. Planned events: radio control demonstration, vintage car/motorcycle display. First five pilots to fly in get a discounted breakfast. For more information please e-mail jdeuchar@telusplanet.net.

July 5 – 9, Arlington, Washington – Northwest EAA Fly-In. – For more details visit www.nweaa.org.

July 16, Vulcan, AB - Fly-in breakfast at the Vulcan Airport from 8-11 a.m. Sponsored by Vulcan Flying Club and Chamber of Commerce. For more information contact Glenn Graham at Tel.: 403-485-2635.

July 24-30, Oshkosh, Wisconsin – EAA Airventure – Start planning now! Last year we had a number of CUFC members attend and all had a great time. If you are interested in going as a flight, please contact Ken Beanlands. See www.airventure.org for more details.

August 27, St. Albert, AB - Fred Herzog Memorial fly-in breakfast at 8-11 a.m. at the St. Albert Airport (CES3, N53 25 W113 41 37). For more information contact Ben Strafford at Tel.: 780-458-1606; E-mail: larandbe@telus.net. →

April 4, Lakeland, Florida - The 32nd Annual Spring Celebration of Flight - Sun 'n Fun Fly-in. For more information check the website www.sun-n-fun.org or call 863-644-2431.

April 30, Red Deer, AB - Red Deer COPA Flight 92 COPA Rust Remover at the SkyWings Aviation, Red Deer Regional Airport. Breakfast is served from 0800 to 1000. Seminars start at 1000 and go to 1400 with a lunch break Program: TBA. For more information contact Sherry Cooper, P.O. Box 323, Penhold, AB, T0M 1R0. Tel.: 403-886-5191; Fax: 403-886-4279; E-mail: scooper@copanational.org.

May 9-11, Calgary, AB - Aviation Alberta Conference and tradeshow at the Coast Plaza Hotel. "Working Together – Unleashing Innovation" Contact Aviation Alberta: P.O. Box 112, 2000 Airport Road NE, Calgary, AB T2E 6W5; toll free in Alberta: 888-289-4222; Tel.: 403-717-2272; Fax: 403-735-1281; E-mail:



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20 gal 115 volt a/c compressor - \$200.00 Gerry Theroux ph 271 2410 email grtheroux@shaw.ca (03/06)

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Minimax - Apx. 260 TT kept at Indus 503 Rotax Great airplane Knut Rassmussen Or Garrett Komm 874-6447 (02/06)

1991 Merlin 'FUEL MULE' - will sell with Rotax 582 or without engine starting another project \$15,000 complete \$12,000 airframe only. Contact Garrett 874-6447 (02/06)

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Murphy Renegade Spirit Biplane. - 125 hours TTSN, 26 hrs TTSN on a Rotax 582. Includes David Clarke helmet & headset, Icom A5 transceiver and Garmin III GPS. Hangar available at Chestermere-Kirkby field. \$20,000 firm. For detailed information and photos contact: Bernie Kespe - 255-7419 (home), 692-2563 (work), or email: bkespe@ravmacsurveys.ca (02/06)

Wanted a share in a ultralight aircraft or would like partners for purchase of an aircraft. Prefer 80 H.P.plus, tractor type, side x side, electrics, cruise 80-120. Open to all ideas, Lets talk, no obligation off course. Ed Wawzonek, tel 286-2664 (home). (02/06)

Cavalier - 2-Place, side-by-side, zero timed O-290-D2. low-wing, tip tanks, 80% complete. Selling due to health. \$14,000. Contact John Ehrmantraut (403)256-7530 (12/05)

Rotax 503-with gearbox 80 hrs since OH dual carb, point ignition, manual start c/w muffler, spinner. \$1200.00. Contact: Barry Wood (403)935-4609 or barryleewood@hotmail.com (11/05)

89 single Seat Chinook; 447 rotax 348 TTSN 76 SOH. new wings and tail. John 239-0289 (11/05)

Volvo aluminum block V6 DOHC, supposedly rebuilt. Offers or \$250 delivered. Doug Fortune pentam@shaw.ca 284-3945 (11/05)

Complete Rotax 503 Engine package - Low time. Currently flying. Manual start, gearbox, muffler, 3 blade GSC tractor prop, engine mount, voltage regulator, cylinder head temp gauge and sender, 2 EGT probes and gauges, fuel pump. I'm upgrading to a 4 stroke. Engine runs very well. \$3100 Contact Warren Arnholtz 403-585-8958 warren_a@shaw.ca (10/05)

1985 Spectrum Beaver RX550 - two-seat BULA, Rotax 503 SCSI, low time airframe & engine, hangered in Indus, \$9,000.00 obo. Dave Goldsmith, Calgary, (403) 289-9310.(09/05)

TEAM Tandem AirBike - pre-welded fuselage, c/w full set of plans and manuals for Single Place including welding plans and stress analysis, and partial plans for Tandem. \$2000.00 obo. Dave Goldsmith, Calgary, (403) 289-9310 (09/05)

C-85-12F Parts - Various parts for a C-85-12F available including a crankshaft. Make me an offer. Contact Ken Beanlands (403)295-2079 (04/05)

1993 Rans S-12 - 430 TTSN, 30 SMOH on Rotax 582. \$22,000. Contact Brian Vasseur 403-512-9045 or Wilf Stark 403-226-6580 (04/05)

Ads reprinted from the St. Albert Flying Club Newsletter

Branson Bush Baby - Ultralight, includes hanger, skis, radio, GPS, David Clark headset, 503 DCIDI, oil inj., 3-blade IVO in-flight adjustable, 2 fuel tanks, \$15,000. Call Len (780)436-1928

Team Minimax - Single place, taildragger, C-IVIV, blue on white, Rotax 447with electric start, skis. 185 hrs TT. Asking \$9,000 OBO. Contact Ben Strafford (780)458-1606 larandbe@telus.net

Bushmaster DM3 - BULA, Rotax 582, DCIDI, oil injection, all-metal airframe with fabric cover, 3-bladed prop, 20 Imp Gal wing tanks, skis, cabin heat. Always hangered. 80-85 mph cruise. Asking \$21,500 with zero timed engine, negotiable with current engine (325 hrs). call Ben at (780)458-1606 or larandbe@telus.net

Rotax 503 - single or dual carb, manual start, points ignition. Call Dan Pandur, Snowbird Aviation (780)418-4159

Titan Tornado - loaded. Rotax 912. Call Dan Pandur, Snowbird Aviation (780)418-4159

Canadian Snowbird - Single-seat, Rotax 227, skis, wheels \$8000. Call Dan Pandur, Snowbird Aviation (780)418-4159

Rotax 503 - DCIDI, 0-time with exhaust, gearbox available, \$3200. Light Engine Services (780) 418-4164

1995 Challenger II - BULA, 503 DCIDI, recently completed 150 hr O/H, 500 hrs TTAF & engine, skis, radio, tundra tires, intercom, always hangered, many other extras. \$16,000 Call Dave (780)460-8573
➔

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