



# Skywriter



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

## APRIL 2006



*Troy Branch snapped this beautiful shot while he and Garrett Komm were on a day trip to Regina.  
See Garrett's article for details.*

# From The Cockpit

By Garrett Komm

It's a good thing spring has arrived, because March was a bit of a wash for flying. I am very much looking forward to the fly-ins this season. We have our own Poker Run, the Lethbridge Breakfast, the Vulcan Breakfast, the Sundre Fly-In and the Camrose fly-in. I find it helpful to cruise the other clubs' websites to keep familiar with all that is on the go. I am still mad about the Lethbridge Airshow being cancelled.

In the past couple of months I have



Big tires at Oshkosh...

had the chance to work part time at Blue Yonder building kits with Wayne. There are two projects that will be built to completion along with two kits for customers. We also have to restock the school's planes as we go. It's a good thing that there was a lot of tubing left over from years past as the prices have really increased. I am quite anxious to see the new tricycle Merlin fly. The fuselage is done and the wings will follow within a week or so. There are different wheels that will be used to change the look of the new trainer.

The latest site that I have been enjoying is [www.akbushwheel.com](http://www.akbushwheel.com) It shows a number of gravel bar landings with some good commentary.

With all the snow as of late I am really missing the Fuel Mule. I just can't see *Bent Wing Blue* with skis. I figure each of us should have access to at least three airplanes; one for cruise, one for short and rough field work, and one for skis or floats depending on the season. Maybe it's just better to rent.

I have finished my third Shirlee Matheson book about the flying adventures of Canada's North. It is amazing to me that there are so many northern bush pilots that have thousands of hours. Better yet, it's amazing that some have had so many wrecks, and still fly as long as they possibly can. It must have been quite the time back then. A good job was delivering mail every week to points all across the map. A bad job was one where the young moose you were hauling got fed up with laying still in the plane and wasn't going to be calm any more. That same story can be told about sled dogs. I could not imagine which would be worse, the smell of eight wet dogs, or a trapper who hasn't bathed in eight months. No matter what creature was in those tight confines, it would make a good story in itself. The events that have been captured by Ms. Matheson are the type that can make you laugh out loud. The chances that were taken, the luck that was enjoyed, the

friendships built and maintained, and the series of events that led them along their way are the stories that shaped our country and changed how we fly today. Although they may not interest everyone, they certainly have their place for some; enlightening us about our limitations and inspiring us to enjoy a sport that can still thrill us.

Wishing you  
tailwind and no  
bumps →

## Skywriter

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

Editor: Ken Beanlands 403-295-2079  
Email: [kbeanlan@telus.net](mailto:kbeanlan@telus.net)

## 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, Calgary.

**President:** Garrett Komm  
Tel: 403-257-3127

Email: [kommair@telusplanet.com](mailto:kommair@telusplanet.com)

**Vice-President:** Ted Beck  
Tel: 403-936-5369  
Email: [tbeck@outlandcvr.com](mailto:tbeck@outlandcvr.com)

**Secretary:** Reid Huzzey  
Tel: 403-272-9090  
Email: [rhuzzey@telus.net](mailto:rhuzzey@telus.net)

**Treasurer:** Ken Taylor  
Tel: 403-660-2157  
Email: [ktaylor2157@yahoo.ca](mailto:ktaylor2157@yahoo.ca)

**Director:** Robin Orsulak  
Tel: 403-651-9064  
Email: [vquest1@yahoo.com](mailto:vquest1@yahoo.com)

**Past President:** Dave Procyshen  
Tel: 403-257-8064  
Email: [dprocyshen@shaw.ca](mailto:dprocyshen@shaw.ca)

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# CAVU Dreams

By Ken Beanlands

Hooray! The Cessna 150 project is finally complete! I started the project just about a year ago. When I first bought the plane, the idea was to get my commercial license in it and then sell it. I had also hoped that my wife would consider getting her license with it, in which case, it would remain has her plane.

The “project” started out simple enough. I was just going to add a few things during the annual inspection to spruce her up a little. These included new yoke grips with built in PTT switches, new carpet and replacing about half of the plastic interior panels. I also wanted to replace the oil screen with a filter kit and add the Challenger/K&N air filter.

However, I decided that the avionics could do with an upgrade. The plane originally came equipped with a KX-170 NAV/COM (a non-TSO'd, 360-channel transceiver) and a KT-76 transponder with no encoder. I worked with Dave at Canadian Avionics to come up with a plan to upgrade the stack with new, TSO'd equipment. I wanted a NAV/COM with glideslope and decided to go with the KX-125, the 760-channel, digital replacement to the venerable KX-170B. Although the KX-125 has a built-in, digital OBS, I added a KI-214 indicator head which has an integrated glideslope receiver.

The plane came with a portable intercom system (ICS) that was marginal at best and was mounted to the floor, well out of reach when buckled in. I first looked at the various panel-mounted ICS's available and realized that it wouldn't be that much more to install an audio panel instead. Along with providing the ICS functionality, I would also get the ability to use it for additional radio systems in future. I chose the PS Engineering PMA6000MC audio panel that came complete with a marker beacon receiver. Although



*The new panel all fired out. You can also make out the new door panel on the pilot's side. There is still a little work needed to touch up the interior paint.*

marker beacons are not used much in Canada, they are used extensively in the States.

The transponder was weak, but still within limits, so I decided to leave it alone and add a new encoder. Unfortunately, the KT-76 lasted exactly one flight after the avionics upgrade, then packed it in. To replace it, I decided on the Garmin GTX 320, their basic, solid-state (ie. no expensive cavity to replace), analog workhorse.

That completed the panel... for now. I'm still considering going IFR which would require another NAV source. Traditionally, this would be met with either an additional NAV/COM, or an ADF. Now, we have the option of using an IFR certified GPS instead, but they require the addition of an annunciator panel and a NAV head (much like a VOR head). In any case, the final piece will be a fairly pricey addition.

The installation went quite well and I'm really pleased with the work performed by Canadian Avionics. They do quality work for a fair price. They even provided me with a loaner transponder while we were waiting for the new Garmin to arrive.

The avionics were now great, but I was still a bit concerned about the amount of vibration I was getting from the engine and the amount of oil leaking under the cowls. The engine had 2100+ hours on it and I was afraid it was showing its age. Then, along came N6095G, the Cessna 150 I recovered from Florida. As I mentioned in my column last month, the engine was recently overhauled and had a mere 103.24 hours SMOH. The engine had passed it's inspection at Stauffer and had run fine on the test stand. We decided it was time to swap engines.

Dropping the old engine only took a couple of hours. We cleaned up the old mount and firewall, inspecting the condition of the remaining firewall forward parts. The source of the vibration became quite clear when we pulled the old rubber bushings off the mount. They were a mess and had eroded away quite a bit of the rubber material. Fortunately, I had already ordered another set of bushings to replace them on the new installation. We left her without an engine for a week while we assembled the required parts for the installation.

The one big change between the two engines was the fact that the new engine had a "key-start" style starter (what most folks are familiar with) while the old engine was a "pull-start" operated by a T-handle on the panel. A Bowden cable connects the T-handle with a lever on the starter which, when pulled, engages the starter gear and closes the electrical circuit to start the engine.

We replaced the starter on the new engine with a Sky-Tec Fly-Weight model which included all the parts from convert from pull-start to key start. It's also 7 lbs lighter than the original and has a lot more torque! We also replaced the oil screen with a filter system as I had done with the old engine.

The installation went very smoothly. Most of the work was done on a Saturday by the AME, Mark Bushrod, and I with some assistance from Ralph Inkster. We tidied up some loose ends on Tuesday evening and took her out for a test run. I gave her three shots of prime and it caught on the third blade. We had good oil pressure within five seconds. The new starter is really powerful and the engine is wonderfully smooth.

The results were worth it. So far, the engine has been tight with no leaks. There were two things that became quite clear through this change. Running an engine beyond the recommended TBO is not a real problem. However, as you reach the TBO, measures should be taken to ensure the engine continues running well. A thorough inspection for the engine mount is a good place to start. Clean down the engine as much as possible and track down the source of any leaks. Usually, they can be easily

fixed with a couple of hours labour and a new gasket or two. Finally, replace the mount bushings. After a couple thousand hours and decades of use, they will definitely be breaking down. The vibration will significantly decrease as will the chance of a catastrophic mount failure.

The second thing that caught my attention was the amount of carburetor ice that can build up on these little engines! The entire intake manifold above the carburetor was coated in about 1/4" of frost and ice after a 15 minute ground run! Granted, it was about -5C and foggy when we ran it, but it was a good reminder to keep checking the carburetor heat while flying.

Three days later on Friday, I finally got to sample the fruits of our labour! I fired her up and taxied out for a run-

up. Everything went well so I decided to head out into the circuit. Initially, the engine was making about 2350 static RPM, but by the end of the hour, I was seeing just under 2500 RPM! I can only suspect that the engine took a little time to re-seat the rings having not been flown in 6 months. The climb rate also went from about 350 fpm up to 500 fpm as the flight progressed.

The only unfortunate thing that we've found is that in re-weighing the plane, we found that she had miraculously gained 35 lbs since her last weighing. That 35 lbs has made it unusable for me and an instructor to fly in, and still stay under the legal gross weight. That means that all the dual training will need to be done on the club planes. Either that, or I'll need to loose 35 lbs... →

## BLAST FROM THE PAST!

*By Ed Dantoni*

I took this Photo the long weekend of May 1980. It was at "Classic Scale," this used to be the largest Scale R/C event in the Northwest. During a break at noon an ultralight landed on the paved model strip just east of the Indus Air Park. The pilot dragged his feet and was able to stop before going off the end of the 120 foot paved runway. Out stepped a much younger and lighter Wayne Winter to tell us all about ultralights. There were a number of CUFC members there that day. Wayne's short flight over made a few converts from R/C to the real thing.

I took the picture as Wayne departed.



# We're Going Where?

By Garrett Komm

I am sure that all of us would agree that Troy was dedicated about building the RV-9. Every weekend and evening we all knew where Troy was. It was a given that I could show up at any time and there would be some deburring or lifting that I could do in the shop. I am a "hurry-up" kind of builder, but Troy was simply conscientious. Despite that, you would be hard pressed to find a rivet that was dumped. I had the opportunity a week back to check out many of those rivets as we went to Regina in the RV.

When we heard Troy give his presentation on the RV-9, his goal was to use it to fly back home to New Brunswick. Since I have never seen anything in Canada further east than Quebec City, I had offered to be navigator, copilot and ballast. He said it would be OK, but I think what convinced him was when I offered to pay for some of the fuel. Once it was agreed on we started planning in earnest. Now Troy has been very methodical in all aspects about the airplane. His requirements of the aircraft had always been that we had to have good cruise speed and a bit of economy thrown in for good measure. I would simply nod in agreement and not burst the bubble in his imaginary world.

Initially, it was going to be a trip to Grand Prairie, but the day we had picked was not going to let us go in that direction. So, we looked in other places. Everything to the east was supposed to be good on the morning set aside for the adventure. All of us are feeling the pinch of fog, fog, fog, and then more fog. Such was it again that day. We had resigned ourselves that we would go to High River and see for ourselves what could be done, if any thing at all. The fog wasn't thick and I am sure that we would have been through in mere seconds but

Troy, ever the professional, said that he was concerned what the aircraft would pick up on the way through. After two seconds of thought I agreed and waited a little more. The plane was loaded and the new flight plan was loaded into the new GPS. Meanwhile outside the sun was poking through and we decided to take-off heading to the east. Our destination was to be REGINA.

With the flight plan phoned in and more checks made, we were taxiing in no time. The sensation that the plane was giving me was that it wants to go. Even at idle it pulls you along smartly to the run up area. A touch on the brakes here and there keeps the speed manageable. With the run up complete we were off with Medicine Hat 43 minutes away. Now I have had the misfortune of driving to Regina too many times and my own sense was telling me that we would get there three times faster, so 3 hours. No problem.

The GPS that is in the plane is nothing short of amazing. All kinds of terrain is shown. With full color, radio frequency, course, wind calculator, track, ETA, ETE; it does everything except the dishes and vacuum. When following the heading it shoots out a line ahead of the plane on the screen so directional management is a dream... unless I am flying. I had the tendency to look at one instrument for too long while all the others started moving, requiring my attention. It felt like I was trying to get a room full of cats to do synchronized swimming. Then Troy saved the day by opening up the map and blocking the view of the panel, when he finally put it away we were on track and at altitude. I now know that IFR stands for 'I Follow Roads.'

We side stepped the Hat and were on our way to Swift Current. There was nothing to see from the air in Saskatchewan so we played with the GPS some more and turned on the CD player while I tried to find a rivet that was out of alignment. No luck. Clouds were starting to build in the area and by listened to the AWOS, we found that the wind was gusting on the

ground at 28 knots. You wouldn't have known it since it was as smooth as a horse outside of Wal Mart with no quarters. So, we pushed on to Moose Jaw. Did I mention that there was nothing to see in Saskatchewan? Rivets still OK. When I lived in Regina I would say that Saskatchewan is a place that you could watch your dog run away for miles. You can see further from the air. We decided to call up the Snowbird base en-route but were not sure about the reception we would get. The controller mentioned that he was dealing with three frequencies, so we were given our instructions in due time and continued on to Regina. We did manage to see a Herc and a couple of jets but not enough to thrill us.

Regina. I hadn't been to the airport since I worked on its expansion 21 years ago. The clues I was looking for didn't come together, but it was dead ahead. When calling in they gave us directions to join on base for runway 13 with winds at 20 and gusting. Once again the GPS gave us a runway line extension that we joined onto with no problem. When slowing down in the RV to the approach speed of 80, it feels too slow especially when you consider that we were showing 160 MPH most of the way. The winds didn't disappoint us and on final Troy was working the stick like Betty Crocker making meringue by hand. While we were flaring the controller was already giving us directions to taxi way Mike thinking we were down. It looked as if we could have landed across the runway. It seemed so wide.

We asked for directions from ground to the pumps and we took picture of the terminal on our way past. No one would believe we were there in 2 hours and 35 minutes. We pulled up to the pumps. I was off to drain the lizard and when I came out, I noticed a Snowbird pausing briefly down the ramp. The fuel guy was really helpful and we were into the terminal for lunch. It wasn't the \$100 hamburger. Instead, it was a soup for me and ham & cheese sandwich for Troy. Lunch lasted about 12 minutes after which I was off to see how my building is holding up while Mr. Branch went





*Troy and Garret taxi in and refuel at Regina International airport.*

back to the plane to file a flight plan and pay for fuel. I came back to the plane to find Troy pleased with the \$78 fuel bill. We managed 6.6 US gallons per hour! I don't know the conversion but my truck doesn't get that kind of economy. I was impressed.

It was cold outside in the wind, so we were in the plane when we phoned to file the flight plan. As long as you can answer all their questions you are good to go. We cracked the canopy to avoid have two guys in a parked plane with the windows fogged up. While Troy was on the phone the Snowbird taxied past with the kerosene smell here, then gone like a fart in the wind. Permission was granted for taxi and take off and we were on our way again.

The trip back was great as well. It always seems that coming home goes by quicker than when you are trying to go someplace new. The clouds at Swift Current had closed in, so with a couple of graceful gliding turns we were VFR under the cloud layer. It was a little bumpy, but with the sun showing its perfect shape through the haze above, we lost track of time and before we knew it we found ourselves clear from cloud. The layer was 40 miles across so we were past it in less than 15 minutes. I thought I would have a drink of cola. I brought it forward and was ready to open it

when we both said "Maybe that ain't such a good idea". We were 6000 feet above where it was purchased and a CO2 explosion in the cockpit would not have been pretty... accident avoided.

We flew right over the Hat this time. We had the luck of not having a headwind either way so ground speed was normal and we saw 7 US gallons per hour. Next thing we knew, we

were minutes from High River. There is no feeling as when you fly over your home base and set up for landing after a trip such as this. A non-event landing again and we pulled up to the pumps for another low cost fill-up. As the commercial says:  
**Kit-plane approximately \$50,000**  
**Lentil soup in Regina \$4.80,**  
**100LL Fuel \$78**  
**Knowing we can fly a trip like this... Priceless →**

*Ralph Inkster's new RV-6 project spreads it's wings for the first time, getting ready to join Troy. Hmmm... could this be the new RV-6 retractable model? Cessna 150 shares a stable with some pretty fast company, the RV-6, a Cherokee 180 and a Mooney!*



# For Sale

Cessna 150 Main Landing Gear – 1970 C-150 gear legs, wheels, tires and brakes (Cleveland 600x6). I'm asking \$500 for the gear legs and \$600 for the wheels and brakes. Contact Ken Beanlands (403) 295-2079 or kbeanlan@telus.net (04/06)

Wooden Storage Shelving, Great for hangar, basement or Garage storage, 8ft high by 8ft long with 7 shelves that are 1 ft wide, vertical supports are 2" by 2", painted white. 5 units available @ \$35.00 each. Calvin Thorne, cell (403) 860-7582 or home (403) 932-4325, email cbthorne@telus.net. (04/06)

Ook and Glass Sales Counter, Has two sliding front glass doors with lock, two large glass panels on the top and a glass panel on each of the sides, interior has two levels of adjustable glass shelving & interior lamp strips. \$325.00 Calvin Thorne, cell (403) 860-7582 or home (403) 932-4325, email cbthorne@telus.net, photos of unit are available by email. (04/06)

Hangar for rent at Chestermere-Kirkby Field. Will accommodate 28ft wingspan by 21ft length. Bob Kirkby 569-9541 (04/06)

20 gal 115 volt a/c compressor - \$200.00 Gerry Theroux ph 271

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2410 email grtheroux@shaw.ca (03/06)

Rotax 582 Firewall Forward Engine Package. Grey head 582, 245 TTSN, 64hp DCDI, oil injected, comes w/ 3-blade Ivoprop, electric start, rad, all bottles, tach, EGT, water temp, solenoid, spinner, gasket set, regulator/rectifier, and more. Practically everything needed to fly! \$2800 OBO. Call Stu at 255-6998. (03/06)

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)

1998 Challenger II - Professionally built, only 170hrs on LES maintained & chromed exhaust recently installed. Beautiful paint, custom seats, ICom3, always hangered, \$27,000. Call Trey @ 698-4820 or email for photos - trey.petty@gmail.com (02/06)

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@raymacsurvey.s.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)

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)  
→

*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.*



**Ads reprinted from the St. Albert Flying Club Newsletter**

**Branson Bush Baby** – Ultralight, includes hanger, skis, radio, GPS, David Clark headset, 503 DCDI, 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, DCDI, 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** – DCDI, 0-time with exhaust, gearbox available, \$3200. Light Engine Services (780) 418-4164

**1995 Challenger II** – BULA, 503 DCDI, 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

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## Club Activities

*By Dave Procyshen*

### CUFC Annual Banquet and Silent Auction

Well it was party time again for the CUFC. I feel like this is just the warm up to the upcoming season of BBQ's, Poker Runs and many fly-in breakfasts to come this year. I would like to thank everyone that attended and contributed with a wide array of items that truly made this a fun time for everyone. Thanks also goes to everyone that helped out Ken Taylor with the task of helping get the money collected and making sure everyone left with those items that they bid so hard and fast on. I think that everyone had a great time and I know many old treasures found new homes.

The Fox Hollow staff did a great job on the food and the room was just the right size (finally).

We raised just over \$ 850.00 which will help out with all the extra functions that we have planned for this year. Next year I will plan it around the same time so we can help Garrett Komm celebrate another birthday.

Thank you one and all.

### CUFC Rust Remover 2006

22 pilots attended the annual CUFC Rust Remover this year. The Cardel theatre truly is a great facility for us to be able to use for this. Renee Sward of Transport Canada did a great job of reminding us that a pilot needs to be in flying shape, just like a plane does. The checks you do before you get in the plane are just as important as anything you do when flying a plane.

The key word to remember is DECIDE which stands for:

- D: Detect Change
- E: Estimate Significance
- C: Choose Outcome Objectives
- I: Identify Plausible Options
- D: Do Best Option
- E: Evaluate Progress

Decide and do the safest thing.

We also had Bob Kirby talk about the class “C” airspace around the Chestermere/Kirby strip and to follow the circuit procedures when flying into this strip. We need to remember that we operate near a very busy airport and it should not take a “close call” to review the procedures. Wayne Winters also discussed flying into the Indus/Winters Airpark, reminding us that with the faster airplanes we now fly, the further out our circuits need to be. There are many residents that live around the strip but we want to be noticed for all the good we do and not the other. Remember you are not to fly directly over anyone's house or farm. Let's keep up the good work and enjoy this privilege we have.

Bob Kooyman will have the certificates make up for those that attended and will have them at the next meeting. Thanks again Bob for putting together another great program. If you missed out on our rust Remover this year, there will be another Rust Remover in Red Deer in April.

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# Flying Events

**April 15, Calgary Flying Club Sortie to Wetaskiwin** – Aircraft and pilots will be meeting at the Calgary Flying Club in Springbank at 9 AM for a 10 AM departure. Contact Harry Range at [harryrange@pathcom.ca](mailto:harryrange@pathcom.ca) for details.

**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; [scooper@copanational.org](mailto: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: Toll free in Alberta: 888-289-4222; Tel.: 403-717-2272; Fax: 403-735-1281; E-mail: [dmatthews@yyc.com](mailto:dmatthews@yyc.com) or [jessicad@yyc.com](mailto:jessicad@yyc.com); Website: [www.aviationalberta.com](http://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](mailto: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](mailto: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@cable-lynx.net](mailto:grahamb@cable-lynx.net); Website: [www.camrose.ca](http://www.camrose.ca).

**May 28, Medicine Hat, AB** – RAA Chapter 4509 will be holding their annual Fly-In Breakfast from 9 AM to noon. Radio freq. 122.2. Runways are asphalt, 5000 ft. and 3000ft.

**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, \$3/children. Everyone welcome! For more information contact Joe Harrington at Tel.: 403-381-0574; [Lethbridge-Sport-Flyers@telus.net](mailto:Lethbridge-Sport-Flyers@telus.net)

**June 24, Bishell/Carstairs, AB** - 10<sup>th</sup> Annual Fly-In Breakfast. Please

contact Glen Bishell for detaild at 337-2564 or [abishell@xplornet.com](mailto:abishell@xplornet.com)

**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](mailto:jdeuchar@telusplanet.net).

**July 5 – 9, Arlington, Washington – Northwest EAA Fly-In.** – For more details visit [www.nweaa.org](http://www.nweaa.org).

**July 8 - The 15th annual Chestermere-Kirkby Field Fly-In Breakfast** - 0830 - 1200. Contact Bob Kirkby 569-9541.

**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](http://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](mailto:larandbe@telus.net). →



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