



# Skywriter...



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

## JUNE 2006



*Images from the 2006 Sundre Mother's Day Fly-in!!!*



# From The Cockpit

By Garrett Komm

Well another month has slipped by and I have managed to avoid another meeting. Thanks to Ted Beck, being a president has never been so easy. The ground bound Poker Run has just finished and even though the weather was not at its best, I felt it was well attended and we made the best of a mediocre day. I really do appreciate that all of you came out. We managed to soften the cost of the gathering by your generosity. We were also able to find a winner in the poker challenge. It was Gerry Theroux with a straight; followed by Pat Cunningham with two aces and then Ed D'Antoni with a pair of nines. It was a game called "Indus Hold 'em."

The previous weekend, we made it to the Mothers Day Fly In at Sundre. Close to 100 airplanes made the trip. We left at 8:30 and the garbage cans were 3/4 full at that time. What a great flight. It was the first landing on pavement for IKSR and it was decided that both of us like the grass better.

I am hoping that by the time you read this, Troy and I are in eastern Canada somewhere. We are waiting for the weather to give us a start date. Our main goal is to get the best weather we can over the northern Ontario area. Since there are fewer strips, but lots of trees and rocks in that part of the world we would like to travel it as safely as possible. I am really looking forward to it since I have never been

past Quebec City. Please be advised that there will be a presentation of our trip in the fall.

A good majority of you have had some training under the hood, or wearing goggles. Now that Troy's panel is complete I had the chance to give it a try on our last flight. I was able to watch Troy give it a go and I noticed that to follow the heading, left is down, and right is up. Once you have that straight, we can focus on speed and altitude. Sounds simple enough but what I found was that you can't stare at one instrument too long. It seems that as soon as one instrument is stable that it puts the other two into a place where they are not supposed to be. It gives me a new appreciation for the pilots that fly IFR without autopilot on a regular basis. I am trying to convince Troy that I should fly Saskatchewan under the hood. By the last article you recall that I have no fondness for the prairies when there is that much ground to cover.

I have been priming myself for this flight by reading the book "Undaunted". It tells the stories of everyone, from Bleriot, to Lindberg, and Hughes. In great detail, it offers a look at just what it took to conquer such great distances with the barriers of oceans and continents, and finally circumnavigation in the early days. With all that these flyers have accomplished, and the seemingly endless hours that they have put in, two days of seven hours each will be just enough excitement for me. I don't expect it to be easy, but as we face those difficult moments is when the true adventure begins. I am very inspired by what we are about to do. It

isn't everyone that has this opportunity to fly in the first place, but its even more amazing that an idea dreamt up three years ago is about to be realized.

I would be remiss if I didn't remind us all to keep on top of

## Skywriter

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## 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.

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your maintenance. One morning recently we couldn't get the plane to run the way it should. The carb had just been rebuilt and all things had been checked out. A small pop and rough engine wouldn't go away no matter how we adjusted the mixture. We asked the experts and they told us to look at the induction system again. Sure enough, a gap had opened on the intake.



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Once remedied, we were off like a sweater in July. In the midst of all this we had to question if our trip would happen or not , as it was getting that close. As we were waiting to hear back from the mechanic, I thought “there is something that we are supposed to learn from this”. The idea that I hold onto is that flying is instinctive in two ways. The flying portion is and has always been by feel. There is another side of it as well which is that we must not reason away the voice of caution when dealing with our aircraft. Whether you talk about intuition or the experience of those who have gone before us, there is a message to listen to that will keep you safe. All things being equal don’t let a schedule allow things to be overlooked. Both Troy and I have agreed that there are certain conditions that will make us wait. Like the old saying “better late than never”.

Wishing you tailwinds and no bumps.  
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## DIGITAL SKYWRITER

We have been piloting a digital distribution of the Skywriter newsletter and are now ready to make it available to the whole membership. There are a couple of advantages to the digital copy:

- The entire issue is in color, not just the cover
- You get the digital issue about a week earlier than the paper copy.
- You don’t have to find a place to store the back issues.
- Environmentally friendly (unless you print it yourself)

If you are interested in receiving a digital copy, please e-mail Ken Beanlands. Note that you will continue receiving a paper copy even if you do decide to subscribe to the digital copy. However, if you decide that you no longer need to receive a paper copy, it would help the club save a little on printing and mailing costs, which could then be used for other club events. Please inform Ken Beanlands if you wish to be removed from the paper Skywriter mailing list.

# CAVU Dreams

By Ken Beanlands

The month of May started out with such promise. We had a couple of weekends of tremendous weather with summer-like temperatures breaking old records! The first fly-in of the year, the Sundre Mother's Day event was an absolute smashing success. I'd estimate close to 200 aircraft made the trek. Runway operations seemed to run quite smoothly despite the fact that departing aircraft were taking-off in the opposite direction to arriving aircraft. This prevented delays from arriving or departing traffic doing backtracks. Winds were pretty much directly across the runway making either runway direction about the same. The grass strip was closed for the event for aircraft parking. Close monitoring by pilots and a ground controller kept the traffic flowing safely.

Since then, camping on the long weekend, evening TCU's and CB's combined with this past weekend's RDF (Newfoundland acronym for Rain, Drizzle and Fog) have all conspired to keep me grounded! The Commercial training has been going fairly well and I've nearly completed all the requirements for the night rating. I just need 0.1 of the 10 required hours under the hood and six solo touch and goes to complete it. Then its on to the actual commercial training which entails another 30

*The salvage crew poses with their prize. (Photo by Ken Sr.)*



hours solo and 35 hours dual, 10 of which are under the hood.

I was just reading through the May EAA Hotline in the Sport Aviation magazine and was quite excited to see that the Lone Star Flight Museum's Hawker Hurricane will be in attendance at Oshkosh this summer! Most of you are probably thinking "So what?!" Sure, the Hurricane is nice, but what's the big deal?" Well, this particular Hurricane just happened to serve duty as my own personal Jungle Gym in the early 1970's!

One of the earliest memories I have is of climbing over and playing with the old Hurricane fuselage in my Grandfather's barn. Of course, I didn't know what it was at the time, but it certainly was fun. Also, at the age of 5 years old, I also didn't understand how it came to rest in my Grandfather's barn, nor did I really care. What I did know was that it was an airplane, and I liked airplanes. Dad flew one so they had to be good!

So, how did this vintage World War Two fighter end come to rest in an old barn in Newfoundland in 1972? For that, we need to look back a few years earlier. My father, Ken Sr., started flying in 1956 while attending the University of New Brunswick's Forestry program. He correctly assumed that being able to fly would be an asset to a fledgling forester looking



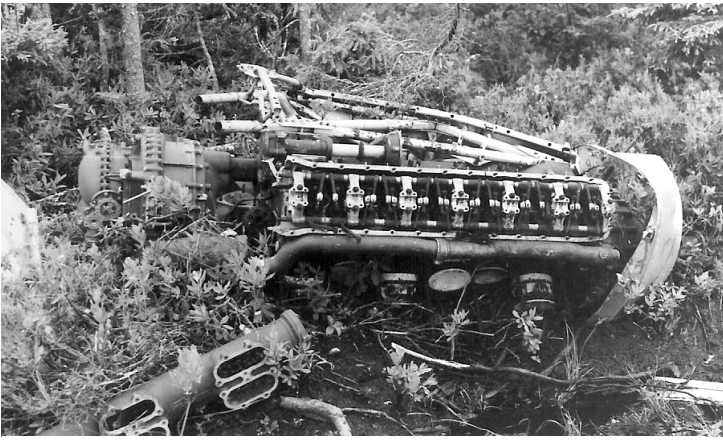
*Garrett's Corsair made the 50' trek to the rained-out Poker Run (Photo by Rob Orsulak)*

for work. Besides, the Federal Government was providing grants to young pilot wannabes once they successfully completed their license. Flight lessons were performed at the Fredericton Flying Club and the Halifax Flying Club while he was Champs and Cubs on floats and skis. He went on to earn his commercial in 1963 before moving to Newfoundland in 1964 to work with the provincial Department of Forestry. The plan was to work there long enough to build experience and then move back to Nova Scotia. That was 42 years ago, and he still lives in Newfoundland. Meeting my mother in Newfoundland had a lot to do with his change in plans.

Dad became a competent bush pilot flying Cessna 180 floatplanes as part of his forestry duties. He became quite familiar with the Newfoundland back country and heard stories of numerous aircraft wrecks from the old bush pilots who flew the area. Fortunately, he had a pretty good idea of what rebuilding a warbird entailed and simply filed the information away.

This information was to resurface around Christmas 1971. My parents now had two kids, my sister (two years old) and I (four years old). One day near Christmas, Dad came racing into the house excitedly proclaiming that he had just seen a mosquito. Mom agreed that seeing a mosquito in





*The Hurricane's Merlin after 30 years exposed on the bog.  
(Photo by Ken Sr.)*



*The makeshift barge transports the fuselage "overseas"  
(Photo by Ken Sr.)*

December was indeed, a rare event, but she couldn't understand his enthusiasm for the discovery. Explaining that the "bug" he had seen was actually a World War Two fighter bomber built by de Havilland did little to increase Mom's enthusiasm, but she did agree that Dad could go and see the plane as long as he brought me along. This led to Dad meeting Dwayne Igly of Texas, the rebuilder and pilot of the Mosquito. It was returning home from a film shoot in England. Dwayne mentioned that he would be interested in acquiring a Hawker Hurricane wreck suitable for rebuilding. Dad thought he could produce one if the stories he had heard were accurate. Dwayne had an old basket-case Stearman that he would be interested in trading for a Hurricane project if Dad could produce one.

Stearman had already been restored, so that was offered to Dad. Dad decided that given the choice, he'd prefer a Super Cub or a Citabria that he could put on floats. Remember that this was the early 1970's before the Stearman gained the vintage status it has today. Dwayne came up with a relatively new Citabria complete with a full inverted fuel and oil system. Dad accepted the trade and the Hurricane was off to Texas. Ironically, the Citabria turned out to be the only model never certified for floats! However, my father and his friends enjoyed flying the plane and taught themselves to be competent aerobatic pilots. This was the first of three airplanes Dad has owned since the Hurricane.

Dad followed the progress of the Hurricane after it traded hands from Dwayne Igly to Len Tanner in New England. In 1979 we had an opportunity to visit the Tanners and the Hurricane. The wings were well on their way to being restored. Len made a couple of trips to Newfoundland to look for parts before passing away in the mid 80's. After that we lost track of the plane until it turned up in a warbird magazine a couple of years ago. We learned that it was now owned by the Lone Star Flight Museum in Texas and was being rebuilt in Colorado!

*The same Hurricane preparing for its first engine run in August 2005.  
Photo courtesy of the Lone Star Flight Museum.*

That started the search and over the next few months Dad visited most of the 21 wrecks on the island and selected the best one for recovery. Using a Bell 47 helicopter and a barge made from a couple of outboard boats lashed together with poles, they were able to get the wreck from its resting place on a bog, to the side of a road, where it was trailered to my Grandparents place for storage. When Dad contacted Dwayne, it turned out that the



Last year, Dad was contacted by the owners asking for help with the paperwork trail detailing the chain of ownership. Dad has been helping out where he can and is very excited to be back involved with the plane. In September we received pictures from the museum showing the first engine run and now we see that she will be at Oshkosh! Dad has continued to foster a love of aviation and has been planning to make the pilgrimage to Oshkosh this summer. The trip was intended to facilitate shopping for items needed to complete his latest airplane, a Murphy Rebel. By coincidence, the same trip will also reunite him with his first airplane!

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# For Sale

1987 Challenger II, 447 Rotax rebuilt, new fabric on fuselage, new upholstery, new wheel pants, panel, 157-TTSN, very clean airplane, can be seen at Glen Bishell's airstrip. \$13000. Ken Johnson - 546-2586 (06/06)

ASTROTECH Aircraft Chronograph Digital Clock and stop watch, panel mount in 2 1/4 " round hole, Model LC-2...\$25.00 (06/06)

DAVTRON Aircraft Outside Temperature Gauge (reads in celcius), digital incandescent readout, panel mount, full face size is 1 3/8"h x 2 7/8"w and window is 1 3/8w x 3/4"h, Model M301c...\$25.00. Calvin Thorne, cell (403) 860-7582 or home (403)932-4325, email cbthorne@telus.net (06/06)

1947 Aeronca Super Chief 11BC - 1610 TTSN, C85-8F, 910 SMOH, 110 SPOH. Looks and flies beautifully. Cruise at 95 mph. Stall at 38 mph. Comes complete with hand held radio with external antenna and intercom. Buy today, fly tomorrow. And for about the same price as a kit. \$ 37,500 Call Mike Sweere for more details. 337-4860(h), 809-9353(c) or mmsweere@xplornet.com

Rans S-12XL - 2004 60 hrs. tt. Rotax 912, full enclosure, \$30,000 or offers. Ed D'Antoni (403)247-6621. dantoni@telusplanet.net for pictures. (05/06)

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)

Minimax - Apx. 260 TT kept at Indus 503 Rotax Great airplane Knut Rassmussen Or Garrett Komm 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)

1995 Murphy Renegade Spirit Biplane. - 130 hours TTSN, 31 hrs TTSN on a Rotax 582. Includes David Clarke helmet & headset and Icom A5 transceiver. All reasonable offers considered. For detailed information and photos contact: Bernie Kespe - 255-7419 (home), 692-2563 (work), or email: bkespe@raymacsurveys.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)

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)

RALLYE 880B • \$40,000 • TTSN 1415.8; TTSO 472hr on a Rolls Royce built Continental 0-200, new Dual Channel Radio, Ioran, ADF, ELT, Transponder, fresh annual, financing available in Alberta only. Contact Ed D'Antoni (403) 247-6621



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) →

## 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

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

*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.*



**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 hangared. 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

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## Procuring an Amateur Built Project and Getting It Home Safely

*Pictures and article by Ed D'Antoni*

There is a lot more to procuring a project started by someone else than paying for it and hauling it home. In order to eventually register it, you must have a paper trail of invoices from the kit manufacturer to yourself. If this is not obtainable you can never register the completed aircraft. If imported the partially completed kit must still meet the 51% rule. Transporting the kit home without endangering yourself or others is a safety factor that cannot be ignored.



Photo 1

Having retired recently, I decided I needed something to occupy my evenings. What could be better than building another aircraft? Cost being a factor I decided I would search for a tube and fabric kit that someone else had started and that would qualify as a Canadian Amateur Built Aircraft. Since the airplane would likely come from the US I checked on the rules for partially built kits. Several years ago I purchased a partially built Avid and was told by the Transport Canada (TC) inspector that if only 2 bolts were assembled in the US it could not be completed and registered as Amateur Built in Canada. I built and registered it as an Advanced ultralight. I later found the information I received not to be true. Partially built aircraft imported into Canada must be inspected to verify that what was imported still meets the 51% rule. Kits on the TC or FAA list that have not been started do not need to be verified as meeting the 51% rule. I began and ended my search on Barnstormers (www.barnstormers.com). I did not limit it to Barnstormers, but in the end I found and followed up several leads from Barnstormers. There were a number of partially built, built but not covered, or built and covered needing only finally assembly and paint. In order to meet the 51% rule I had to find something with not more than the wings

constructed. Most kits are available as quick-builts that still meet the rule. Tube and fabric quick-builts normally have framed up wings. A few of the ready to cover aircraft could have been made to meet the 51% rule by simply disassembling bolt on fuselage and empennage controls and components.

I finally settled on an untouched 1999 Avid Flyer Mark IV from Eugene Oregon. The aircraft was owned by an automobile wholesaler, Darrell Wilson who had purchased it from a Ford dealer that had taken it in on trade. The price was a little high compared to other partially constructed aircraft on the market, but I was looking for a time consuming project for my idle time.

My first challenge was transportation. In my quest for a suitable trailer, Jim Corner suggested I put the fuselage on top of a rack on my GMC Sonoma and everything else in the box. I suspected he was right as he had just brought a Kitfox Model V back from California with his Chevrolet AstroVan, fuselage on the roof and the long items extending out of the rear window. I borrowed a rack from Troy Branch and modified it for my trip to Eugene Oregon. An unsecured load that could possibly jeopardize the safety of others was my major concern. A few



bungee cords would keep the fuselage and large box built for carrying the wing spars and ailerons from being blown off by wind speed or sharp turns, but what about a sudden stop if I T-boned another car. Having a safe load is the driver's responsibility. Even if involved in an accident caused by another's action, the driver is still responsible if his load was not designed and secured to handle such eventualities. In some States deaths caused by negligence are looked at as involuntary murder with penalties reflecting the name of the crime. I was not about to take any chances.

First I clamped Troy's sturdily built rack to my truck box and then drilled 6 holes through the rack and my truck box; securing it with bolts and wide washers. The box to carry my spars was made of a 2x8 on one side and the front, and light framed plywood on the other side, top and bottom. I then fashioned a steel cable brace through the front and sides of the box, attaching it to the truck hold down ties. This would hold the box in any survivable collision. After loading, the fuselage would be held with a shock absorbing steel cable that would only come into action during a collision (see pictures). I had bolted 2x6's to the steel cross pieces on top of the rack. Cable would be wrapped around the wood and fuselage cross pieces to provide a shock absorbing safety system in case of a sudden stop.

After building and mounting the rack modifications and storage box, they were disassembled painted black and loaded into the back of my truck for the trip to Eugene



Photo 2

Oregon.

I took an Avid assembly manual and Mohawk plans with me. Mohawk plans are a copy of all of the parts of an Avid model III. You won't see any Mohawks as the plans are so bad and incomplete that a flyable aircraft could never be made from just these plans. On arrival in Eugene I examined the well stored kit and found that all of the hardware was missing. I went back to my motel room and using the Mohawk plans made a list of missing components. The next morning I took another look at the kit. If the fuselage control systems were missing the kit would be of zero value. I found most of the control mechanism parts and roughly

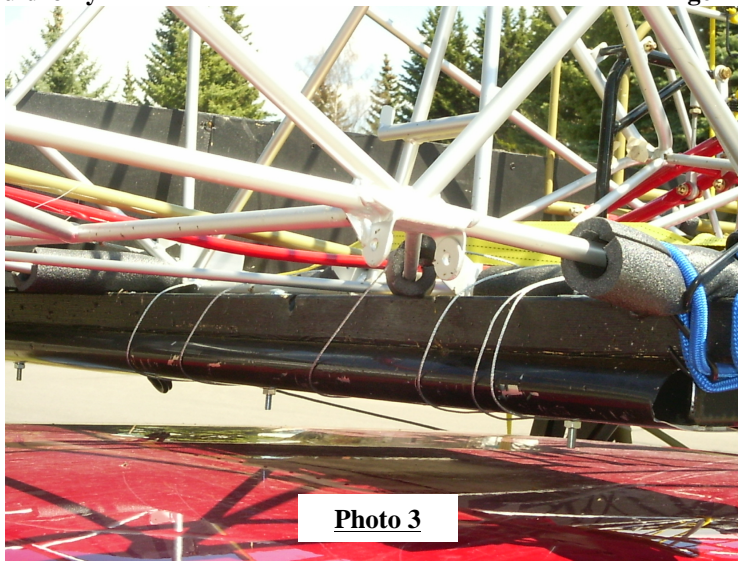


Photo 3

assembled the control system. There were no nuts or bolts so I used vinyl coated wire. The control system had two bell cranks and one pushrod missing. I concluded that they could be fabricated locally but decided against purchasing the kit. After Darrell returned my deposit I told him that I would still be interested in the kit if he could come up with the parts, or get back at least \$3500 from the original owner who had guaranteed a complete kit. Darrell offered me the kit for \$3000 less than we had previously agreed and I ended up purchasing it. We agreed that I would purchase the missing parts if he could get them from the original owner. Assembling the prefabricated box and rack, plus loading the kit in the 30 degree C sun took the better part of the day. My plan was to use large Snap Ties to mount the parts on the truck, then bungee and safety wire all of the components. A number of pieces could be safely secured with just Snap Ties. The first tie I used broke from finger force. I had purchased 5 different sizes and types of ties from Princess Auto. All of them could be broken with simple finger force. My loading was delayed

a couple of hours in order to find and purchase usable ties. I had a quick lunch, went to a local bank to transfer funds to Darrell's account and was on my way back just before 4PM. The trip back to Calgary was uneventful. Photo 1 shows the fuselage mounted on the rack and the 12' box holding the wing spars and ailerons. Photo 2 shows the cable mounted through the front and sides of the wing spar box. Photo 3 is of the "safety" cable for the fuselage. →



# Flying Events

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

June 11, Innisfail, AB - Annual fly-in breakfast at the Innisfail Airport (EM4) from 7-11 a.m. For more information contact Herluf Nielsen at Tel.: 403-728-3457.

June 18, High River, AB - Father's Day Fly-In and Barbeque, 9:00 a.m. to 2:00 p.m. at the High River Airport. Free EAA Young Eagles flights, Discovery Flights for Dad, aviation static display, antique car and various other displays. Bring family and friends for burgers and chili. Hosted by the High River Regional Airport, Excel Aviation and EAA Chapter 1410, High River. For more information, please call 403-601-8354 or check our website <http://flyhighriver.ca>

June 24, Bishell/Carstairs, AB - 10<sup>th</sup> Annual Fly-In Breakfast. Please contact Glen Bishell for details 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 15, AJ Flying Ranch (CAJ7) - 7<sup>th</sup> Annual Fly-In. Pancake Breakfast from 8-11 AM, Lunch from 11:00-13:00. Activities all day long including museum tours, draws and give-aways. Under wing camping available. Contact the Museum at (403)646-2270.

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.

July 29, 30 - Wetaskiwin Air Show with the Snowbirds.

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). →

## The CUFC Air Adventure Tour 2006

It's time to start thinking about an Air Adventure Tour for this year. Like last year, it'll be low-key without ground support and pretty loose as to where we go. Some CUFC members have already agreed to try for southern British Columbia this year. Two of the stops I'm hoping we can make are Castlegar and Kamloops.

We've decided to depart from Kirkby Field on Monday, July 24th and we'll be returning Friday, July 28th. The actual route we'll follow is still open to discussion, and may change day-to-day depending on where we want to go and what the weather is doing. If the weather isn't looking good in the mountains on the day of departure, we'll meet at Kirkby's as planned and decide on another destination.

Anyone who wants to fly on the Tour this year is very welcome, with the only caveat being, as always, that any participating aircraft must be able to depart Kirkby's with a functioning two-way radio.

If you're interested, please contact Stu Simpson either on e-mail [bushmaster@shaw.ca](mailto:bushmaster@shaw.ca) or by phone at 255-6998.



**BoatCraft**  
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