



Skywriter



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

SEPTEMBER 2006



Jasper National Park forms the backdrop for Brian's Rans S-12 during the Air Adventure 2006.

REMINDER

The next regular CUFC meeting will be held on September 14.

From The Cockpit

By Garrett Komm

Summers Last Fling

It is sad to say, but summer seems to be coming to an end. You can feel it in the cool air of the evening and the mornings don't warm up as quick as once was enjoyed. This summer has been my favorite thus far. It started with the trip to New Brunswick that was almost seamless in its moment. Then there was the Bishell breakfast, the AJ breakfast, the Kirkby breakfast, and a number of other memorable flights that made this summer one of my busiest. Many of these flights were with those that I have not flown with before. There were many photos of places I have never been.

I was privileged enough to be invited for a flight over the rocks to Mabel Lake BC with Troy. That strip is one of the smoothest and best kept strips I have ever seen or felt. What you see is exactly what is found on the website: green grass, tall trees, and nature at its finest. As one of the locals put it "When making a runway, make sure you have guys that do golf courses build it.". We then went to Vernon for fuel and flew over the Rockies giving us a view that was a vision of beauty. I'll have more on that later. Many of you have seen some of the pictures that Troy had sent of the city skyline taken while cruisin' around the city one evening. You know that he has got it made when he can pass that off as a 'Date Night'

There are other pilots who have flown more. Warren Arnholtz for example

has logged over 70 hours since May. Stu and the Dragonfly's seemed to be on the go most weeks. Linden had its fair share of restaurant patrons his season. Ken Beanlands once again made the journey to Oshkosh and had many photos to prove it. All in all it has been a very successful season.

I am very glad to report that John Kerr is in great shape even though his plane is not. He will report the details at the next meeting. To show the great spirit of a true pilot, he now has another plane and the same wife.

We have been given a donation of a Cavalier kit which is open to bids. It has many boxes of hardware and can be seen at Ron Rebitt's hangar. The fuse and wings are just about complete. The results will be given at October's half time break where the highest bidder will be acknowledged. To place a bid, send it to my email address prior to Oct. 6, 2006.

By the time you read this we will be in the midst or just finishing Aviation Days at the International. A special thanks to Al Belyk from the Aerospace Museum for the invite, and Ken Beanlands for the recommendation.

Many hangars have been sold, swapped, or otherwise this year. Congratulations to Dan Mitchell, Ron Labey, Allan Tippman and Arnim. They are the proud new owners of hangars at Indus.

A word to the wise, never assume that the plane is just fine. I had noticed a problem while I was checking the landing gear on the Korsair. It wasn't tracking true and looked like the axle was bent, yet if it rolled the right way it would correct itself. Upon closer inspection I found that the down tube had crushed and was twisting, depending on which way it was pushed. There is now a new weld and bracing that is much stronger than before. This could have had a much different ending and I am grateful for the bit of good fortune thrown my way.

If any of you have a topic for one of the meetings please let

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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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the executives know and we'll try to accommodate your request. I am off to DC and hope to make it to the Smithsonian. I intend to have many pictures.

Wishing you tailwinds and no bumps.
➔



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CAVU Dreams

By Ken Beanlands

I've just had one of the best weekends of flying this year. It started out with a Friday afternoon (August 25) of circuits at Olds/Didsbury. The landings were all over the place, but I did get one nice wheel landing before heading home. The landing at Carstairs redeemed me as I greased it on. There's nothing like leaving on a high note. This was the first flying I had done in about 4 weeks! Renee and I have been quite busy building a cottage near Bashaw this month but we decided to take a weekend off when I heard that Ralph Inkster was having a fly-in breakfast at his hanger in Springbank, sponsored by the RAA Calgary chapter.

The fly-in was a huge success with about 15 aircraft in attendance and 80 breakfasts sold (I wonder if that includes the two that Collin ate!). I took Chrissy down with Mike Sweere and Richard Schmitt flying off my wing in the Chief. The air was perfectly smooth and the controllers were relaxed and friendly. A number of our members braved the Springbank control zone with no mishap.

The breakfast had to be one of the best we were served all summer. Kudos to Ralph and Cheryl Inkster along with the rest of the RAA volunteers! However, when has a breakfast ever been enough to satisfy my appetite? Mike, Richard and I saddled up and headed for Linden and some pie for dessert! We finally arrived home around 1 PM having been treated to wonderfully smooth weather and great company all day!

Sunday, I decided to take a quick trip up to the cottage and get some pictures. Although it wasn't as smooth as Saturday, the late afternoon flight was done in severe clear skies with only a light

afternoon chop. I got a bunch of pictures of the new cottage and headed home. On the way back, I heard Ralph on the air over Gull Lake on his way home to Springbank with the RV-7A. I put in about 6 hours over the weekend and thoroughly enjoyed myself!

However, summer flying is nearly over and September is finally here. I've always loved the fall months for flying. The air is cooler allowing the planes to perform that much better. The landscape becomes a kaleidoscope of wonderful colors to enjoy. But probably the best part of fall flying is ... no bugs to clean off the plane!

Of course, it's also a time to do those last fall maintenance chores on the plane to prepare it for the winter. If you don't partake of winter flying, it's a time to pickle your aircraft until spring. For those of us who enjoy year round flying, it's a chance to do those maintenance chores before it becomes too cold to work in our unheated hangers. I try to get an oil change in and clean the plugs and air filter in addition to a final exterior cleaning something in October.

This year, I'm planning to add wheel skis to the plane. I found a rather neat set at Oshkosh this summer. Although it was odd to be looking at skis while the temperature was well above 30 C, I was able to find a set built by a company called Trick Air (www.TrickAir.com). The 1500 model can be used on aircraft up to 2000 lbs and they have a 3000



The Trick Air 1500 ski mounted on a Legend Cub.

model for larger planes. They are in the process of completing FAA certification, but are quite happy to sell their skis to homebuilders. They had also just introduced a new set of 1800's to the market at Oshkosh. I may still use the 1500's as they weigh about 40 lbs per pair whereas the 1800's are about 60 lbs.

They have a rather ingenious attachment method that allows them to be installed in about 20 minutes, after the initial installation is complete. For my application, the initial installation involves welding a fitting to the bottom of the axle inboard of the brake mounts. The bungee cord at the front and retaining cable at the rear will require fittings mounted to the gear attach points on the fuselage. As these are wheel skis, the original wheeled gear remains installed and the tires protrude below the bottom of the ski for hard surface operation. The 1500



The venerable, all-wood Dakota Hawk provides some well needed shade. This aircraft is now available as a plans-built plane.

and 1800 will work with either 600x6 or 800x6 tires installed.

Oshkosh is a great place to learn about neat new products and toys for the airplane and this year was no exception. There were a few neat new gadgets that were introduced at Oshkosh including the Garmin GPSMAP 496. This little powerhouse has the same form factor and all the features of the older 396 and 296 models, but has several enhancements. There is a new *SafeTaxi* feature to help guide you while taxiing. There is also a new *Smart Airspace* feature that is altitude aware along with enhanced terrain and aviation databases. It also supports TIS traffic alerts to display other transponder equipped traffic on your screen. Of course, this feature requires that you have a Mode S transponder installed in your own aircraft. It still supports the XM satellite weather similar to the 396. However, for the type of flying that we generally do, and the lack of XM weather availability in Canada, the 296 is probably the best value in the Garmin handheld line.

Another neat new produce was David Clark's new X11 ENC headset. It's designed to go head-to-head with the Bose X headset. I tried them out and found them to be very similar in comfort and fit as my trusty Bose X. However, they have a dual hinge feature that allows them to be folded into a

fairly small package when not in use. They also come equipped with a cell phone and auxiliary audio (MP3, CD, etc) jack with accessory cords. The best part is that the price is about \$200 cheaper than the Bose X.

For those with somewhat larger budgets, Honda unveiled their new HondaJet at

Oshkosh. It has the speed of an executive jet with the reliability of a Honda. On the lighter side, there were a number of new LSA aircraft on display. Unfortunately, many of these aircraft cannot be imported to Canada as they do not fit any of our categories. They're too heavy for AUL and, as a completed aircraft built to LSA standards, they do not meet the certification categories available in Canada. This is unfortunate as I really fell in love with the new Legend Cub. Powered with an O-200, it has all the nostalgia of a J-3, but with modern construction and equipment and a few more ponies under the cowl.

One other interesting new product comes from Fisher Flying Products. For years, they have sold a number of wooden aircraft kits. A few of these aircraft were available in plans-only form if you wished to build from scratch, but their most popular models (the Dakota Hawk and Tiger Moth for example) were only

available as a kit. They are now supplying the plans for almost all their aircraft except the steel tube version of the Tiger Moth. Unfortunately, this is the plane I'm most interested in from their product line. Oh well, there's

always the Hatz...

I hope to see you at the meeting on the 14th! For anyone that's interested, a group of us normally meet for supper at the Swiss Chalet at the corner of Edmonton Trail and McKnight Boulevard at 5:30 PM before heading to the meeting. Feel free to join us! →

Airplane Shopping...Done!

By Bob Kirkby

Thought you might like to know my airplane shopping is done for now. After researching 5 different PA-12s out of about 10 I found for sale, I went and looked at the most cost effective prospect a couple of weeks ago....and bought it.

It's a 1947 PA-12 Super Cruiser restored in 1974. The total time on the airframe is 1650 hours with 622 hours on engine and 622 hours since restoration. With 30 years since restoration I wasn't expecting the fabric to be in the greatest shape but it turns out the fabric and entire aircraft look like the restoration was done yesterday. It's in fantastic condition. The engine is an O-235 C-1, 115hp with a Sensenich prop.

It's in Columbus, OH, so now I have to find the time to get it here sometime in the next month. →

Bob's new PA-12!



The 2006 Air Adventure Tour Part 1

By Brian Vasseur

The 2006 Air Adventure was a great success. Not the trip to Oshkosh, mind you, but the real adventure into the mountains. The trip this year took us from Calgary to Hinton, to Prince George, south to Salmon Arm, Nelson/Castlegar and back to Calgary via Pincher Creek. The trip took five days.

Four of us made the journey; me in my RANS S12; Stu Simpson in his Merlin; Barry Wood in his Beech Musketeer and Gerry MacDonald in his Cessna 182. We did the trip taking only what we could carry. There were no fuel trucks or motor homes to back us up. I cheated a little and pawned off a few items on Gerry and Barry because there's physically just not enough space in the RANS for what I needed to take.

With the wide range of speeds among the participating aircraft

we didn't see much of Gerry except on the ground. And Barry stayed with us for a while, but usually ended up passing us on the way and meeting us at our destination.

This was my first Air Adventure, and without ground support it took some extra planning to get together everything I needed. In addition to a week's worth of clothes and a case of 2-stroke oil, I had to bring metric tools, mountain survival gear, an air compressor, a camera, water, and of course, maps and a CFS. Stu's plane looked equally crowded and, Barry removed his back seat to carry his stuff. Gerry's back seat was pretty full, as well.

Getting Underway

On the first leg we'd planned to meet in Red Deer to get fuel and have breakfast. I arrived at Kirkby Field at 6:00 a.m. so I could get all my gear stowed and see what I'd have to leave behind. Stu showed up about 7:30 and pointed out that a storm was moving in. We quickly said goodbye to Bob Kirkby and Carl Forman who were on their way to Oshkosh in Kirkby's

Cherokee. As it was, we got on our way just ahead of the approaching weather.

After battling headwinds of anywhere between 15 and 35 mph, we got to Red Deer only to find out there wasn't any gas at our regular location. We called the Esso dealer on the field to find out there was little, if any fuel available at all. After our reassurance that we'd need only about 20 gallons in total, the dealer agreed to sell us some. Turns out that Esso had shut down a major gasoline refinery for unexpected repairs. This wasn't a good start to the trip, but we were able to refuel and get a good breakfast so we decided to push on.

The next leg to Drayton Valley was equally slow due to headwinds and some rain, but with good visibility otherwise. At Drayton, Gerry and Barry had already called for fuel and after a short wait we were able to top up and be on our way to the Hinton/Entrance airport. As we left Drayton I realized that there were now only a few good places to land in an emergency, and I began to think about whether there was anything I forgot to check on the Rotax.

The leg to Hinton featured my first introduction to flying the RANS over the bush. Near Edson we spotted a number of Fire Cat fire-bombers inbound for Edson. Their bright white and red paint schemes contrasted sharply against the lush green forest below.

The headwinds finally eased once we passed Edson and we were able to achieve a decent ground speed for the first time that day. But after a full day of fighting the wind, we were completely tired out and ready to quit flying for the day.

Hinton/Entrance is a very nice grass airstrip with very good facilities and it's a good place to stop before heading into the

Mt. Robson, the highest peak in the Canadian Rockies, seen from about 8500'.



mountains. It's hidden away in the trees and if you didn't know it was there you might fly right past it. We had to wait a few hours for fuel, but that was okay, as it gave us time to rest and relax. Our brightly coloured mounts attracted the attention of a fire crew stationed there who were really interested in what we were flying. We got a ride back to town and ended the day with a very good supper at the hotel restaurant. Because of our really early start and 6.4 hours of flying, I barely stayed awake to finish eating.

Into the Rocks

For the start of day 2 we'd be going into the mountains, with our first stop at Valemount. Over flying Jasper, with steep mountains all around, I began to realize just how small I was and what a change this was from flying on the prairies. Gerry and Barry had gone on ahead of us, and there was just Stu and I to enjoy the experience. Each of us was stunned by the area's beauty and the experience of seeing the mountains this way.

As we rounded the corner to head west from Jasper we could see Mt. Robson in the distance. For the next half hour it seemed to tower over us, even though we flew at 8000 feet. It was truly awe inspiring to see the mountains from this perspective, from the snow on the peaks, to the ever-changing colors of the lakes and rivers below.

Once past Mt. Robson we began descending to land in Valemount, where we refueled again. Our four airplanes were the most activity that airport had seen in a long

time. Most of what we saw there was gliders, but we met some very friendly people, too. We got fueled up and began our next leg to Prince George. I liked the place so much I left my credit card at the airport for everyone else to use. Luckily, Barry was able to pay my fuel bills for the rest of the week.

We'd thought about stopping for fuel again in McBride, an hour north of Valemount, but there was no gas available there. Instead, we pushed on to Prince George. I had an extra 30 litres of fuel in the airplane and an electric pump to refill the main tanks. As we got close to McBride I started the fuel transfer with the idea that if I had



Barry Wood's Musketeer north of 108 Mile House, B.C.

any problems I'd have a nearby place to land. I successfully got all 30 litres pumped to the mains with no problems, and I congratulated myself on my in-flight refueling system. Unfortunately, this transfer system had a design flaw that would later allow me to evaluate the RANS as a glider.

Barry and Gerry pushed on ahead to Prince George while Stu and I stayed together. After the mountains at Jasper, the wide valley on this leg didn't seem quite as exciting, so this leg seemed to really drag on. I was almost to the point where I was ready to get out and stretch my legs when Stu and

I came around Tabor Mountain and could finally see Prince George. On a 10 mile straight-in approach we heard a Grumman Mallard pilot calling his position inbound from about 20 miles back. There was a Bonanza and a Merlin turboprop somewhere behind him. The tower controller naturally kept everyone well informed about everyone else.

Trying to be polite, we performed an aggressive descent to the field at 90 mph and 1000 fpm all the way to the threshold. That didn't keep the American in the Mallard from complaining about how slow we were going. The not-so-sympathetic controller told him to do "S" turns and deal with it. After landing, Stu made a point of thanking the controller for the help.

Once on the ground we had no idea where to find Gerry and Barry, but an Esso fuel bowser found us and got us set up with tie downs. It was the best reception from an FBO I've ever had, and at a cost of only \$1.55/litre of avgas.

We stayed the night and the next day

said goodbye to Gerry who had to fly back home.

The B.C. Interior

For Day Three we flew south out of Prince George, departing after a Jazz RJ and dodging an inbound Metroliner. We over flew Quesnell and landed at Williams Lake. The terrain on this leg is best described as low, rolling foothills. After flying in the mountains it was nice to be in flatter, more open terrain where we could see far ahead of us. The winds were also cooperating so we were in good spirits when we landed for fuel.



Stu pilots Merl over the Rocks near Jasper

I've been into Williams Lake many times before but always as an airline passenger, so it was nice to be there in my own plane. Every other time I had been there it had been overcast with a few rare breaks allowing a descent. I was glad that this time it was completely clear. We didn't stay long, just enough to get gas and get on our way.

The next leg to Cache Creek was now a more southerly heading instead of the southeast track we had been flying. But with the flat expanse of the land, and the shifting direction of the sun, both Stu and I felt like we were flying off course to the SW. It's really surprising to see how quickly the landscape changes in a short amount of time, and what effect it can have on a pilot's navigational perspective.

With the sun shining warmly, I was finally able to take off my coat and open the RANS' vents for a bit of fresh air. Up until then the temperature had been only about 13 degrees at altitude, and beneath the clouds it was pretty cold. Barry was pretty tough though, and flew in shorts the whole trip.

The descent into Cache Creek was Barry's and my first experience with difficult airports. This runway is just carved into the side of a hill. It has drop-offs all around

except the west side, which is a steeply climbing cliff. Coupled with the heat and thermals, I found I really had to pay attention to the airplane. Stu had a bit more trouble after touchdown, because his brakes are very poor and the runway slopes downward toward the south. But he soon had things well in hand and trundled over to the ramp.

We had a brief wait for fuel and the lady who ran the pumps really made us feel welcome. After filling our tanks we were facing a gross weight takeoff at 34C and 2034' ASL. I wondered if I really needed all of the 90 litres I'd purchased. However, the Rotax gods smiled on me and I got a nice 500 fpm climb rate out of the valley.

The 40 minutes to Kamloops was a nice ride through a dry, barren valley. After landing at Kamloops, we parked at the Shell, where we experienced our first "gotcha" for our last minute planning. Turns out there were absolutely no hotel rooms available, due to the B.C. summer games being held in the city. Undaunted, Barry hauled out his laptop and located a hotel in Salmon Arm. We fired up for another hour of flying to the day's final destination.

On the climb out of Kamloops I was showing 35C on the outside temperature but even with the density altitude I was getting 1200fpm climb from the air rising

up the mountains. Stu and I had pulled to the north side of the valley so we could make the most of the southerly winds, upslope thermals and any stray pockets of ridge lift.

Suddenly, Stu called traffic at 12 o'clock. I didn't spot it but I started a gentle turn from my echelon on his Merlin's right

wing to a spot more in behind Stu. I knew he had an eye on the traffic, so staying behind him would help me avoid it. Very shortly, a Dash 8 passed us at the same altitude and maybe half a mile from our right wings. Since the approach to Kamloops is normally down the centre of the nearby valley it means you have to be really attentive for traffic coming the other way.

At Salmon Arm we were guided into the tie-down area, and met by John McDermott of Lakeland Ultralights. He has a Quad City Challenger assembly operation on the field, with three of these prolific ultralights under construction in his hangar. He also had a few others stored in a separate hangar. I'd highly recommend this airport to anyone who wanted a stop in the mountains. Salmon Arm is a great city to visit, the surrounding scenery is beautiful, and McDermott is especially friendly to recreational aviation.

John set us up with the airport loaner car, directed us to our hotel and said he'd be at the field in the morning for fuel. We had another great dinner and were well rested for the next day. We fueled up the next morning and soon got on our way.

Look for Part 2 next month...

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For Sale

Beaver RX 550, 422 hr TTAF, 90 hr since total rebuild. 100hp Subaru, 3 blade warp drive prop, Mono 2000 amphib floats with electric retract, all surfaces in cenconite with polytone, extra wing tanks, carb heat, radio intercom, GPS, full gauges. Will consider interesting trade for single seat UL. Always hangered in Kaslo B.C. \$18,000.00
Contact: Russ White -
umm48611@telus.net (09/06)

Cavalier kit, side by side fuselage and wing built less motor not covered. It was donated to the club by a gentleman from the Okotoks area. It will be a fund raiser for the club and anyone can place a bid it. Located in Ron Ribbits hangar in Indus and can be viewed any time. To place a bid please call Garrett at 874-6447 (08/06)

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 3/8" 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)

Oak 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)

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)

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

Team Minimax - Single place, taildragger, C-IVIV, blue on white, Rotax 447 with electric start, skis, dry cell battery, three 5 gallon tanks, speed fairings on struts, always hangered, 185 hrs TT. Located at the St. Albert airport. 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 hanged. 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

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Notice: Classified ads are free to CUFC members. Contact Ken Beanlands [by e-mail](mailto:ken@cufc.ca) to place or renew your ad (see masthead). Ads will be dropped after 6 months unless renewed.

Flying Events

September 8 – Winter Airpark, Indus. Garrett Komm will be hosting a fly-in supper from 5 PM to 7 PM. This is an open house for members of the local community to drop by and understand what Indus Airpark is all about. Please contact Garrett for more details.

September 8-10 – Stu Simpson's Fabulous Miniature Air Adventure Tour – Part II. Stu Simpson and Gary Abel are planning another flying trip... this time to Castlegar. The plan is to leave Kirkby Field at 0800 on Friday, September 8 and return Sunday, September 10. If you are interested in participating, please contact Stu Simpson at bushmaster@shaw.ca

September 9, Calgary, AB - Calgary Flying Club (Springbank Airport). Annual Corn Roast. Festivities start at 16:00 and cost \$5.00 each. For more information contact Captain Chad Conrad at 403-699-9460

September 9-10 – Calgary Aviation Days. Please contact Garrett Komm if you would like to participate in the static displays.

September 16 - Okotoks, AB - Okotoks Flying Club-Flight 81 fly-in breakfast at the Okotoks Air Ranch CFX2 (N50 44 07 W113 56 05) unicom 122.8. From 8 am to 12 pm. Adults \$6, Children 12 and under \$3. For more information contact Mark Ballard at 403-203-2443 or visit <http://ofc.homelinux.org>.

September 16 - Villeneuve, AB - Open House, Barbeque & Fly In Event - brought to you by Edmonton Airports. Located 15 km north of St. Albert, the Villeneuve Airport welcomes you to attend our family-friendly event! While the barbeque is free, we will gladly be accepting donations in support of Hope Air (www.hopeair.org). The event kicks off at 11:00 a.m. and runs until 2:30 p.m. For more information, please contact Dayna at (780)890-8092 or visit www.edmontonairports.com

September 16, Calgary, AB - Calgary Flying Club (Springbank Airport). Young Eagles day hosted by The Calgary COPA Flight (Flight 14). Volunteers needed on the ground, in the air, and in committee! For more information contact Captain Chad Conrad at 403-699-9460

September 23 – 8:00 AM to 11:00 AM Ron Jensens free fly-in breakfast at the J3 Hangar and Airstrip. Strip Info: N49°44.495' W112°11.370' Runway 25-07 is a 2600' x 70' grass strip at a 2910' elevation. **CAUTION:** Powerline on approach to 25 and fence along the north side of runway. Monitor 123.45 as vehicles will be sharing the runway. MOGAS can be available. Driving directions: 4 KM north of Green Prairie International Hay plant on HWY 3 between Lethbridge and Coaldale Call (403)345-3013 for details.

September 30 - Cooking Lake, AB Open House, Barbeque & Fly In Event. While the barbeque is free, we will gladly be accepting donations in support of Hope Air (www.hopeair.org). 11:00AM – 2:30 PM For more information, please contact Dayna at 780.890.8092 or visit www.edmontonairports.com

October 7 – Linden, AB, Young/Old Eagles Day. In appreciation for the support from the town of Linden, the Bill Beaton is organizing members of the CUFC local COPA flights for a Young Eagles Day. Contact Bill Beaton at bdbeaton@shaw.ca →



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