



# Skywriter...



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

## OCTOBER 2006



*The CUFC invades Calgary International enforce! Pictures by Warren Arnholtz.*

# From The Cockpit

By Garrett Komm

## Orange, Red and a Bit Colder...

This has been a great summer! I flew this morning and the colors were spectacular.

I want to say thanks to all that attended the 'Evening at Indus'. We wanted to invite all the neighbors from the area so they have an idea what and why we do this thing called flying. I am sure that it can be tough to accept when you hear us out and about that early in the morning. We were expecting about 60 people and



*Dave Procyshen and Dan Mitchell lead the way on another adventure. Photo by Garrett Komm*

145 showed up. There were no leftovers and everyone really enjoyed themselves. Many asked if it was an annual event and we think it may be.

## Aviation Days at the International

was wall to wall grins. I was so thankful for the over night hangar use since a few of the staff tents had been blown around in the evening storm.

Thanks to all that made it to the Fall Poker Run. Ed D'Antoni won the whole mess with the first one in and the best hand 'Three Jacks.' He may have kept some of his cards from last year....

The Janzen breakfast was well attended as well it was a thrill for me to fly the Korsair back to my home town.

Just to let all of you know, barring any strange occurrences I will be at the next meeting. I will give a presentation on the Smithsonian.

I was privileged to see many of the famous aircraft from the last century of flight.

On my visit to DC I was taken back by the buildings and the construction of the same. Riding the Metro was an experience in itself. It gets you around so quickly yet everyone looks so bored on the train. I've never seen so many noses in books since nap time in kindergarten.

Although it is

## Skywriter

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getting colder we can look forward to the days getting longer at the end of December. "Half Full" people

Wishing you Tail Winds and no Bumps  
→



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# CAVU Dreams

By Ken Beanlands

Well, a month has come and gone with NO FLYING I can't believe it as this is my favorite time of the year to fly! Except for one lousy weekend, September has been great with lots of events to partake in. There was Aviation Days, the Stettler fly-in, the Lethbridge fly-in, the Calgary Flying Club Young Eagles Day, Garrett's Indus Pot Luck dinner, Stu's second 2006 Air Adventure to Castlegar... and I've missed them all!

The problem has been that we are working at a fevered pace trying to complete our cottage to lock-up by the end of September. This has meant working at the lot all weekend and then bringing home siding to stain during the week. However, October is shaping up to be a fairly relaxing month with lots of time for flying. This is good as I hope to get my Commercial License completed by Christmas.

As I mentioned, I went a whole month without flying, but that cold spell ended last night (September 27), exactly one month after my previous flight. Fortunately, it was a flight well worth waiting for!

The weather was beautiful as I headed out for a late evening flight. Winds were light and the sky was clear with a temperature of 18 degrees. Of course, late evening now occurs at 6 PM, if you want to fly Day VFR. I got in the air at 6:15 PM with my trusty Lumix camera in hand. The mission of the flight was to capture some of the fall colors on film (or, more accurately, silicone).

I headed west to the Sundre area where I figured I had the best chance of finding my quarry. Since the sun was setting, I decided to take all the pictures with the camera pointed east, bathing the landscape with

brilliant natural back-lighting. Also, the low angled light made the ground features stand out in exaggerated 3-D relief.

Despite being over the foothills and fairly close to the rocks, the air was perfectly smooth. This allowed me to get some really nice pictures as I let the plane guide itself along the Red Deer River valley. With the terrain rising, I climbed to 7000' where the temperature was significantly cooler, preventing me from opening the windows for some clearer shots.

I kept an eye on the distance back to Carstairs and the time to insure I made it back before dark. After being airborne for 45 minutes, I decided to head back anticipating a 30 minute return flight. To my surprise, it took only 20 minutes. Despite being perfectly smooth, there was a 20-25 kts westerly wind blowing at 7000'! This was definitely a flight worth waiting for.

If you love flying, there's a new movie in the theatres that you HAVE to see. *Flyboys* is the story of the Lafayette Escadrille, a WW 1 French squadron made up of American pilots. The film easily ranks as one of my favorite aviation films with a good mix of real and computer generated flying scenes. It certainly helps that the film's director is an EAA member...

Last month I talked about the Light Sport Aircraft category, specifically how the Legend Cub does not fit any category in Canada. Adam Hunt of COPA National noticed this and responded with the following:

*Dear Ken:*

*I was reading the latest Skywriter yesterday and noted your comments:*

*"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."*

*Lots of people think that the US LSA's that are over 1232 lbs (but at or under the LSA limit of 1320 lbs) cannot be imported into Canada. This is actually not true. The aircraft that are kits can mostly qualify as Canadian Amateur-builts. The aircraft that are sold "Factory completed" can mostly qualify for the Canadian limited class. Ironically the only exception to this that I have found is the Legend Sport Cub LSA. The limited class rules (see COPA's Guide to the Limited Class at <http://www.copanational.org/non-members/COPAGuides2.htm>) exclude aircraft that are:*

- *Aircraft that have been issued with a type certificate*
- *An aircraft that is a copy or a direct equivalent of an aircraft that has a Canadian type certificate*
- *An aircraft which has a type certificate issued by a foreign civil aviation authority and is currently in production*
- *An amateur-built aircraft, foreign or Canadian*

*Unfortunately the Legend Cub is advertised as a "copy" of the (Canadian) certified Cub and so doesn't qualify for the Limited class or any other current Canadian class. We are working on changing that and hope to have the results of that effort to announce later on this year.*

*Just thought you would like to know.*

*Adam Hunt, COPA National →*

# The Forbidden City

By Warren Arnholtz

Flying ultralights is generally easy and relaxed when it comes to airport procedures. Most of the fields we land at are uncontrolled and usually very quiet. It is quite easy to catch on to airport procedures and radio protocol for the smaller local strips. That all changed when Garrett Komm and Wayne Winters suggested we fly club ultralights into Calgary International Airport (YYC) for Aviation Days. The Aviation Museum had arranged special permission for us to fly into the international without the usual mandatory published aircraft type information and transponder equipment.

For most of us grass strip fugitives, the mere notion of exposing ourselves to a razor tongued ATC's sends chills coursing down our spine. However the seductive lure of flying an ultralight into the Forbidden City is quite intoxicating...

Club president Garrett Komm arranged a Nav Canada briefing for anyone interested in tackling the daunting Calgary International Airport. We met at Garrett Komm's office, a Sylvan Learning Centre. Very appropriate as we all sat like kids on the first day of school wondering what the hell we were in for. Brian Vasseur was the exception to this, having had a lot of Calgary International experience. He was trying to reassure and coach us with the thought that this is not as big a deal as we think. The rep from Nav Canada was also very reassuring as he presented us with what to expect and assured us that ATC was expecting us and were well aware that our experience level was a bit on the green side.

"Can we all come in together... as a formation?" we asked hopefully. Thinking there is safety in numbers when it comes to fending off ATC. No, that didn't fly as ATC wanted to deal with us one at a time and fit us in when ever there was a suitable opening.

OK, I am in. I will give it my best shot and see what happens. Saturday morning came a lot faster than I expected. My plan was to arrive at YYC around 8 AM, which was in the middle of the 7 to 9 AM window we had been allotted. Last minute checking and double checking...procedures, radio frequencies, telephone notification and aircraft preflight check ate up the morning quickly. But I made the target departure time by a whisker.

Run up complete, I am sitting at the end of Indus runway 28, ready to roll, stomach churning; wondering what I have missed and all the possible blunders that I could propagate in the next 30 minutes. Take off is routine and within an all too brief few minutes I am over Chestemere, our designated call in point. I am thinking "should I circle a bit and collect myself before I call ATC?". I tune into Calgary tower frequency and monitor the radio traffic for a few minutes. Everything is calm and nothing unusual or terrifying is a happening, pretty routine low volume traffic. I realize there is absolutely no reason for me to wait; this is as good a time as any....

My stomach tenses... "Calgary Tower it's Merlin Ultralight Charlie India Charlie Zulu Golf " at the second I released the push to talk button, I realized my brain had frozen, I had forgotten most of the information I was supposed to give them, my position, my altitude, acknowledge I have the current ATIS information... I braced for the ATC to berate me like my 7<sup>th</sup> grade math teacher. Almost instantly the radio snaps

to life. "Charlie Zulu Golf, Calgary Tower, good morning. Winds are calm, altimeter is 30.09, proceed west along 17<sup>th</sup> Avenue and we will try to pick you up on radar." Hey wait a minute... this isn't so bad, he acknowledged me just like a real airplane... no abuse, simple instructions! Maybe, just maybe, I can pull this off without becoming the butt of jokes around the airport for the next 2 weeks.

A few minutes later, "Charlie Zulu Golf, proceed directly to 25". Wow! That was easy. This is getting better by the minute. In spite of marginal visibility due to smoke, it was easy to make my way to runway 25. Before I could even panic about my next call to ATC... "Charlie Zulu Golf Calgary Tower, clear to land 25". With all the formalities out of the way I am free to concentrate on landing. The last thing I want to do is botch my first landing at YYC. Thankfully the landing goes without a hitch. The runway looks 100 miles long. As I taxi along the seemingly endless runway... "Charlie Zulu Golf, Calgary Tower, hold short taxiway Charlie for Jazz Jet to cross 25 " Did I hear that right ? Little old Ultralight Charlie Zulu Golf is to hold short for a JAZZ Jet? You bet your #@\$ I'll hold short...

"Charlie Zulu Golf Calgary Tower, your clear to exit on taxiway Charlie, contact ground 121.9 "

Ultralight Charlie Zulu Golf has arrived, without mishap, at *Calgary International Airport...* YEEEEESSSS!!!!!! →



# The 2006 Air Adventure Tour Part 2

By Brian Vasseur

## A Short Day

Day 4 was a short trip. Stu wanted to go to Castlegar to stay with his Dad, while Barry and I wanted to go to Nelson. These two airports are only 15 miles apart so we were able to fly the majority of the trip together. This was our shortest day at only 2.2 hours, but it would be the most challenging flight we would make on the Tour.

When we departed Salmon Arm we considered stopping in Vernon to top up on fuel. But once we got near Vernon we realized we had plenty of altitude, good tailwinds and more than an hour of reserve fuel beyond our planned flight time. We decided to continue on.

We followed Highway 6 through its valley to the Needles ferry. From there, we intended to fly direct and hop over a high mountain pass and follow another valley to a point north of Castlegar where we'd separate. This would save about an hour of flying that we'd otherwise spend if we followed only valleys.

It also meant that we'd need to clear an 8000 foot pass. Approaching the pass, I had about 6000 feet to the ground below so I took the opportunity to transfer fuel to the main tanks while there was still a good place to set down if needed. As we crossed over the mountains I saw a fair number of clearings and a logging road, but it was pretty clear that any forced landing would mean leaving the airplane as a permanent fixture on the mountain. It was over this pass that we reached our highest altitude of the Tour - 9948 feet. At this altitude I was using full power



*Stu and Merl are ready go at Cranbrook.*

and had little ability to climb, while Stu and his Continental-powered Merlin were able to fly circles around me.

The high part of the pass was a fairly short trip, less than 10 miles before we came to an open valley and could begin our descent. The view of the mountains below was some of the best scenery on the trip and the pictures Stu took of me and the RANS are amazing. These pictures also show what a little engine that Rotax is, but it's a little unnerving to see this small airplane with a tiny engine over these huge mountains.

As we got close to Castlegar and a 'T' in the valley, Stu and I parted ways and I turned north. I could see the Nelson airport from 10 miles back, but I was quite unprepared for how difficult the approach was going to be. As I crossed over mid-field there was a river and sheer cliff less than 1/4 mile to the left and rising terrain to the right. I made the right hand circuit but I see now why everyone else was doing a straight in approach. This is another beautiful airport and one I would recommend to people looking for a challenging place to go.

Barry had already arrived and tied down. While I was pulling in, he met two people in a Mooney that arrived just ahead of me. They

invited us to meet them at Finlays pub in town where we'd plan something for the afternoon. We walked to our hotel, got cleaned up, and headed to the pub. We ended up spending the afternoon swimming and lounging on the pub owner's friend's boat. That evening, the pub featured Yuk Yuk's live comedy, which we stayed up to enjoy. The next morning came really early...

## Last Day

Stu flew up from Castlegar and met us in Nelson at 8:30. We refueled and began the last day of our Air Adventure Tour. It promised to be long and hard, and through some tough terrain.

Our first leg was to Cranbrook. It'd be a repeat of the previous day's leg where we had to climb high to traverse a high mountain pass into a low valley. Again, the flight saved us a lot of time, but taxed my 582 to near its limits. We passed high over the Kootenay Lakes, and even though we were well within gliding distance of land, Stu found being over such a wide expanse of water to be a bit unnerving. On the other hand, the Crawford Bay strip far below looked remarkably enticing.

Cranbrook has a very nice airport in a large valley. We shared the

ramp there with a number of high-end turboprop airliners and corporate transports. The temperature was a little cooler here and much more comfortable than what we'd experienced in the previous two days.

We got fueled up and got on our way to our next planned stop of Sparwood-Elk Valley. To get there, we simply followed the Crowsnest Highway past the pretty little strip at Elko, and north through Fernie. The Rockies aren't especially high here – only around 8000 to 9000 feet - but we climbed up to over 8000 feet anyway. I told Stu it would give me more time to panic if anything went wrong.

Stu wanted to refuel at Sparwood, then head north to a notch he found in the Continental Divide. That route would allow us to hop over into Alberta and be much closer to home when we did. It would save us about an hour of flying time in getting back to Calgary. But as we closed on the Sparwood town site we realized that the clouds to the north were dropping steadily. We decided that flying through the Crowsnest Pass to Pincher Creek would be a better choice. Unfortunately, Barry had already landed at Sparwood, so I had to call him on my cell phone to let him know we were going on.

The scenery in the Crowsnest is

beautiful and it was quite a sight to see Frank Slide from the air. Stu and I got to Pincher Creek for fuel, while Barry left Sparwood and continued on direct to Kirkby's. From Pincher it was going to be a quick two-hour flight to home and our own hangars once again.

It was a nice flight back. Stu and I appreciated being over the open, flat terrain again as we reminisced about the trip and the different things we'd done. I had an MP3 player patched into my intercom and I enjoyed the tunes and scenery as we counted off the miles to home.

As we got to Indus, ten miles south of Kirkby's, we formed up for a pass over the airfield, much like Garrett and Dan have done in their warbirds at Kirkby's many times in the past.

We were less than 10 minutes to home and I'd already started packing things into their proper spots. I decided to pump the reserve fuel into the main tanks so I wouldn't have to do it later. With only two miles to go until landing, I was lined up nicely behind Stu when everything went deafeningly quiet.

I set up for best glide and immediately throttled back. Then I turned off the fuel pump which I realized was quite happily pumping air into the fuel system. I

continued cranking the starter, trying to prime the system again. As I passed through 500 feet I gave up on the restart and lined up on a hay field for landing. It was at this point I realized the MP3 was still playing, and I remember feeling really annoyed that after a perfect trip I was going to land a mile short.

With full flaps and high hay, the rollout was extremely short, and I ended up right behind Chestemere School. I was really glad to do this during summer holidays. It would have been quite humiliating to have 600 school kids watching me.

I radioed Stu I was OK and told him to park his plane and come for me while I figured out a new plan. While I was waiting, a welder named Mike came by in his 4x4 and helped me drag the airplane to a stubble field just north of the school. Stu soon arrived to take some of my extra things from the plane and ensure that he had pictures for posterity. (Thanks Stu, appreciate it.) I recharged the fuel line, warmed the engine and flew the RANS out of the adjacent hay field to Kirkby's, just across the road.

### End of the Line

I've never been on any of the CUFC's Air Adventures, but I think I enjoyed this more than I would have any of the others. We got a lot of comments on the trip from people at airports who seemed really interested in our journey. Some were obviously more than a little envious.

The trip really challenged my flying skills, and seeing the mountains from my own plane was an incredible experience. The nearly 25 hours and 1350 miles of flying was a fantastic learning experience and I really appreciate now what a capable airplane the RANS really is. I can hardly wait until next year.

→

*Barry Wood brings his Musketeer in close near Quesnel B.C.*



# The New "Christie Field."

By Andy Gustafsson

Saturday morning. Perfect weather with tons of visibility and I was itching to get some airtime. I had been toying with the thought of flying out east to Guy Christie's newly acquired hideaway somewhere east of Strathmore. I say somewhere, because the exact location was unknown to me let alone a rough description of what his place looked like. The picture in my mind put it just past where the Trans Canada swings south when you drive east of Strathmore. Hmm.....

Let's step back in time a little. About two weeks ago I looked at my own hangar, out Delacour way, and the sagging wooden trussed beam. I decided that this two-by-four and plywood constructed beam would not be trusted to hold up another winter, and that I finally had to do something about it. The 35 foot steel trussed beam I'd bought from Troy Branch would finally come to good use. While rebuilding I need a place to store my Merlin, and being a good sport John Petryshen invited me to hangar at his acreage north-west of Rocky Ridge in Calgary. I had flown in there earlier with my Challenger and found the strip quite "challenging" due to stands of trees at the south end and a power line to the north. The 4089' alt. strip slopes gently to the north and landing on 34 requires a serious forward slip to loose altitude once past the trees and then the flare for the touch-down. Brakes come in handy here because of the sloping runway, but after a number of landings I have no problems getting down and stopped. The second landing there with the Merlin required a ground loop but there was not a

problem. The take-offs takes most of your concentration, and the short-field technique I'm using is working really well.

So, you ask, what does this strip have to do with Guy Christie's airstrip? The two strips are at the most extreme end of the scale for ease of getting in and out. On a scale of one to ten (ten being the most difficult) the Christie strip is a number one. I'm not saying that John's runway is the most challenging place that I have landed, but what I'm saying is that if you don't know your plane and it's capabilities, don't try John's place (8-9 out of 10).

So with a 75% fuel load I took off from John's runway 34 with 5 kt NW wind and cleared the red and white marker balls on the power line with lots of room to spare. The hills at Rocky Ridge slopes away to the east and the safest route is to go around Airdrie on the north side. I miss the tight squeeze between Balzac and Airdrie and I stay away from the Airdrie airport. Flying over the "Challenger strip" I saw people looking up and hangar doors open so around I went and stopped in to chat with Reid and Ken. Ken was just about to fire up his Challenger II for some local sightseeing.

Next I touched down at Kirkby field hoping to take a peek at Bobs PA-12 but the place was sewn up tighter than a drum. Christie's was beckoning on distant horizons and charging down 34 with a right turnout, I was on my way. Switching to 123.2 the airwaves lit up with people announcing this and that from Three Hills, Beiseker, Indus and beyond, to Olds-Didsbury, and of course the breakfast crowd at Linden.

I droned along, stayed north and clear of Strathmore, swung around and picked up the Trans Canada. OK, the highway turned south but I stayed on a course east. Now let's keep the eyes peeled. I had it

in my mind to look for an east-west runway. The miles went by and not even a sign of a runway... then I saw it. It was just there calling out to me but the runway ran north-south. I had a 1000' to bleed off, cutting power and setting up for 34. Power lines a mile to the south up on the ridge, then a gently sloping approach, crossing a slough then flare on to the smooth soft surface of the field. If I were to have come in too hot I would have had another mile to set down as there are wide open fields for miles around. The "Christie field" is one of the easiest places I have landed on in a long time.

The place seemed deserted, then Guy showed up grinning from ear to ear. He is quite exited at having his own place and his pride shows through. The wind is calm and the silence is deafening but for a gaggle of cranes circling high to the south-east. He tells me that the abundance of wildlife around his new home base was quite surprising to them but oh, so peaceful. The house is a charming 1940's dream with all the doors, windows and construction methods from that era. After the grand tour and coffee it's time to return to the city. The distance from "Christie Field" to John's strip is 60 miles and I lay a course to a point north of Airdrie. With a headwind of 10-15 mph I just relax and follow my progress on the chart. The air gets choppier as I get closer to John's. I've done all this before, and the crosswind is manageable as I touch down at John's.

The co-ordinates for "Christie Field" is:  
N 51°01.177' W112°52.033'  
Elevation: 2832'

By the way, Guy says that if you land early enough he'll make pancakes for you.

Be safe up there.  
→

# For Sale

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

1968 Cessna 150 H, 5200 TTSN, 150 SMOH (2004 engine), prop O/H in 2006, Sky-Tec "push-button" starter, oil filter kit, Challenger K&N filter kit. New avionics upgrade including: King KX-125 with glideslope, Garmin GTX-320A Transponder with Mode C encoder and PSE PMA6000M-C audio panel/intercom. STOL features include flap gap seals and VG's. Numerous interior upgrades. Sold with fresh annual. Asking \$35,000. Contact Ken Beanlands (403)295-2079 or [kbeanlan@telus.net](mailto:kbeanlan@telus.net) (10/06)

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](mailto: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](mailto: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. \$31,500. Call Mike Sweere for more details. 337-4860(h), 809-9353(c) or [mmsweere@xplornet.com](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto:pentam@shaw.ca) 284-3945 (11/05)

1985 Spectrum Beaver RX550 - two-seat BULA, Rotax 503 SCSII, 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](mailto: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 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  
→

## Flying Events

**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

**October 8 – Christie Field near Strathmore, AB, Guy Christie's Fly-In Clay Shoot.** Bring your own shotgun, clays and shells for a bit of fun. Strip location: 51 01.175N 112 52.0W. Contact Guy Christie for more details at pegasishome@msn.com or 644-2256(h) or 461-3644(c) →

### Breakfast Flight to Stettler

*By Guy Christie*

Since I've gotten most of the Volksplane's issues rectified, I find myself wanting to fly more and more. That's the way I felt on the morning of September 4<sup>th</sup> when I was about to take to the morning sky and head north for Stettler.

The flight was absolutely awesome. It was incredibly smooth going to, and coming from



*Guy and the VP heading home from Stettler*

Stettler. It was simply one of the best flights I've had.

One thing to see that is so cool is the Red Deer River valley. At about 3500 feet, I followed the valley from just west of Drumheller all the way up past Three Hills. The sun coming up over the eastern horizon made for a spectacular looking morning. There was a bit of ground fog here and there that added a mysterious look to the morning. I've never seen this valley from the air and I found it to be a jewel in the midst of an otherwise flat and near featureless landscape. I never realized what we have right out our back door. I could go on about this but that's for another time when I've gone and explored it more closely.

Ed D'Antoni and his Rans S-12 were going to leave Chestermere and hook up with me on the ground at Three Hills. He didn't get off the ground until 10 minutes after me, so he was a bit behind. We spoke on the radio and decided to connect at the breakfast.

The flight into Stettler was fairly uneventful. There were a few

aircraft in the circuit, but nothing like the number of planes present at the AJ Ranch or Vulcan fly-ins. Ed landed about 10 minutes after me and then Dan Mitchell landed 15 minutes after that. Dan sure has a pretty airplane.

There was quite a turn-out for the breakfast by the town folk, I talked to one of the flying club guys and he said that they will likely feed about 300 people. There were probably about 18 to 20 planes there before we left. Ralph Inkster was shutting down as we were departing.

Among the aircraft present at the fly-in were a Dragonfly, a Longeze, an old Stinson and lots of conventional stuff aircraft.

I would love to plan a trip to tour around the Red Deer River Valley area this fall. I'm told the colors down there are quite vivid this time of year. We could fly to Drumheller, use it as a base for the day and just fly to various areas north and east to check out the sites. If anyone is interested for late September or early October flight (weather permitting, of course) let me know. →