



Skywriter...



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

DECEMBER 2006

GREAT SUCCESS FOR THE LINDEN YOUNG EAGLES DAY!



Pat Bohan heads home to Springbank in his 1953 Cessna 170B after a successful day of flying Young Eagles in Linden.

37 volunteers from 3 COPA flights and the local Linden Volunteer Fire Department helped fly 110 Young Eagles.

Hundreds of locals turned out in support of the Linden Young Eagles Day.



From The Cockpit

By Garrett Komm

A Fine Bunch

Thank goodness Novembuurr is over! We set a record one night. I am not sure that I buy into this global warming thing when I am shivering in my car on the way home. The bright spot I have found, is that my new woodstove design gets the garage up to 25C. So I spent most of my time in the garage building newer stoves.

A big "Thank you very much" goes to Troy for his presentation on the trip 'Back Home'. You can read more in the following pages.

The real hero of the month was Stu 'Just call me Spielberg' Simpson. He has done a STUpendous job of pulling together some of the flying truths that are a part of our fine club. After viewing the video, I felt it left me wanting... wanting to see it again. I don't need to remind any one of just how much time he has spent compiling the videos and tying it all together with commentary.

It's hard to imagine that the club has been around for



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20 years, longer than I have been alive... OK it's impossible to imagine because I am too old. Typically our creativity is stifled because of our day to day obligations. We tend to not be able to find the words and the imagery to show the true sensations of the flying that we do. To have the video so clearly explain why, what, and who will make it easier for us to show all the people in our midst just why we spend so much time in the air or at the airport.

Make certain that you reserve your copy and make a donation to the club. We cannot sell these DVD's (it's a legal thing) but we can certainly support to an organization that stands to improve the image of the ultralight and general aviation community.

It is the executives hope that we can move toward supporting more flying related events and to gravitate into more philanthropic endeavors.

With the membership acting as a group the benefits can certainly be felt by the community.

Wishing you all the Best of the Season, and more hours in the New Year
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Skywriter

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

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Trip to Bathurst New Brunswick – Part 2

By Troy Branch

We had the fuel tanks topped-up and checked the radar on the Internet. There were three thunderstorm lines developing quickly in our path so we decided it was better to wait awhile. It was only just after lunch local time - so we had been making great time! Lots of floatplanes flew in from the West where the weather was good. At no point did we get bored.

As time went on and the weather did not improve to the Southeast, I knew I had to come up with another plan to make some headway. The radar showed all the weather activity to the South, so if we headed Northeast around Nipigon Lake, Ontario we would have a lot less rain to deal with. At approximately 5:00 p.m. local time we were wheels-up again heading to the middle of nowhere. At least we were heading in the right direction and clear of major thunderstorms.

The only real navigation we had to use was a rail spur that we could see. Global Positioning Systems are great and we had the AvMap and two spares on board in case we screwed up - it sure feels good to know exactly where you are on the map at all times! Nipigon Lake soon came into view and we cut the corner off of it to make our way down to Geraldton, Ontario. (We had no place to land anyway!) The only sign of civilization was the odd floatplane tied to a dock by a cottage. What a great getaway retreat!

The touchdown in Geraldton was non-eventful until Garrett asked me if I had spotted the deer on the runway. I saw what we thought was a deer and slowed down well before it. It turned out it was a deer with two legs and they call them cranes in Ontario. It just watch us taxi by with not a care in the world.



It was finally time for me to introduce Garrett to the notorious Black Fly! He was glad I had told him to buy a screen jacket because did we ever need it! Clouds of them everywhere!

Our arrival was a bit late so we knew there would be a callout charge to get fuel. I called Flight Services to get a weather forecast and was informed there was a 30% chance of fog in the morning, so a 70% chance of none. We dug out the extra 100 bucks for the callout so the plane would be ready for a 6:00 a.m. departure. Six o'clock a.m. came and Lady Luck was not on our side. We could not even see the runway that was 500 feet away! We went back to sleep and only achieved wheels-up at 9:00 a.m. local time. We climbed through a thin scattered layer and it was soon cloudless skies. As we looked back, the clouds stopped right at Geraldton. A lesson learned about gambling!

Next stop was Rouyn-Noranda, Quebec. This would be a 2.5-hour leg following the highway through the Kapuskasing area. It was a smooth ride at 7,500 feet and not much wind, though we could see cloud cover several miles South of our route. The weather forecast for Sudbury South to the Toronto area called for heavy rain, so our Northerly route was the best decision. We soon reached the Quebec border and were greeted with a low scattered layer of cloud that was becoming broken. The decision was made to get under the cloud cover, which would give us a great look at the rugged country of Northwestern Quebec. By this time we were hungry because we did not have much for breakfast. Water and snacks had been on the menu and Garrett, and his empty stomach, did not enjoy the bumps we found under the clouds. If I had told him the leg was 2.5-hours before we left he probably would have made me stop sooner...not that there were many choices!

When we landed in Rouyn-Noranda, fuel and food was our first priority. We realized that we were quite a distance from town so finding food was going to be time consuming. We asked the fuel truck driver where the nearest source of food was and he pointed to the terminal building - we could not have been more excited! A Quebec greeting with the special of the day, which was Montreal Smoked Meat sandwiches with fries. A great empty stomach shocker! We were not in a rush to leave because we knew reaching Bathurst, New Brunswick would be easy, so we spent some time giving the aircraft a good thorough check-out because the next 2.5-hour leg was over nothing but bush and lakes. There is also what Easterners call 'mountains', but we only saw them as bumps compared to the Rockies!

I knew that Garrett was still not feeling 100% even after the great meal. On climb out the air was quite rough and he did not look that comfortable. Being the

considerate pilot that I am, I took us through the scattered layer to smooth air. The smooth ride brought a smile to his face and he really thanked me. I will do whatever it takes to keep the cookies where they belong! Unfortunately the scattered layer started to close in and we had to descend. The cloud base was around 5,500 feet so we still had plenty of height to feel comfortable over such a rugged environment. The bumps settled down as the clouds turned into a solid overcast and light rain showers. The one thing that is nice about navigating in this part of the country is the power lines show up like a sore thumb compared to the prairie. You can spot intersection locations for miles. The only significant weather was one large cell brewing to the Southwest but we stayed plenty clear.

The St Lawrence soon came into view and we were so glad to see civilization. The young lady on the Unicom was a "Jill" of all trades. She did the radio work, filled up the plane, closed our flight plan, got us weather, and took our money. Could not have been better service! We were so glad to be back in civilization because they had food at there airport too!

The last leg to Bathurst was all that was left. I made a last phone call home to my parents to give the latest ETA and to confirm that the seafood chowder was ready on the stove. The maps showed head winds for most of the way so I allowed for the extra time. We departed Trois Riviere, Quebec for Bathurst, N.B. via Quebec City as the dog leg than direct from there at a point where we would miss the US border. Quebec terminal lead us through their zone with some great views of the city. Once leaving the St Lawrence there was scattered civilization and then nothing for the last part of the trip near Mount Carleton in familiar territory. We climbed to 7,500 ft after leaving the Quebec airspace and headed direct to Bathurst. Once we passed the St John River Valley it was not long until we could see the Bay of Chaleur coming into view. What a feeling it was. Mount Carleton, the highest point in NB, was well below us to the South and looked like a bunch bumps from our 7500 perch.

It was around 8:00 pm local time, and the sky had a thin overcast just above us and not a bump in the air for the entire leg. At about 50 miles out I decided to see if the Unicom operator was still there. Sure enough we had a reply and a quick update on the weather. At that moment I heard nothing, winds less than 5 knots is all I got. I was so excited my mind was somewhere else. I did not worry too much about it as we were a long way out and I would ask again as we got closer. The airport is very close to sea level so I figured for something to do in the still air I would trim the plane out to commence with the long descent.

Soon after we heard "FTJE this Bathurst Unicom" "This is FTJE go ahead" "What is your latest ETA,



Pokemouche Airport 68FT ASL - where I had my feet off the ground for the first time in a 172 during a radio control meet when I was a kid

your fan club is starting to build" "8 min 22, 21 20 19 seconds" I was ecstatic that we were so close to getting there!. I decided this would be a good time for a wind update and I would listen to the direction this time. It was right across the runway and light so the choice was mine. I said to Garrett to listen to what I was going say. "Bathurst Unicom this FTJE, we will proceed with a straight in on 10 with a low and over high speed for our arrival if you will except" "There is no reported traffic in the area, the airport is all yours" "FTJE will report 5 miles back for straight in on 10 low and over"

I turned on the navigation and landing lights, we were ready. At five miles back I called in and reported just over two minutes until arrival. We screamed down the runway at nearly 200 miles and hour and pulled into a gentle climbing left turn for the circuit. We could see many people on the ramp waving and flashes going off as we went by- what a feeling! On the climb my engine monitor warning went off flashing 14. I pulled the power back and it quickly went away. It was not until the next day that I realized my flow limit is set to 14 gallons per hours. Full throttle and full rich at sea level is something the engine had not experienced before - all the pony's where getting used! After we landed, my grandfather said. "We could see the lights coming for a long ways away and it looked like a pretty big plane, then you zoomed down the runway in this little thing, I couldn't believe it!"

The last challenge was still left - not to bounce the plane in front of my family! We came over the fence with the numbers on target and chirped the wheels onto the runway. When you spend two days flying steady, landings keep getting easier. We taxied up to the ramp and were greeted by my parents and grandparents. The trip, and the dream, was complete. We unloaded the plane and rushed home for the great seafood chowder waiting on the stove!

→

The Kitfox is Back

By Dave Procyshen

Rumours are true; I am back in the air! I too, like many other pilots have learned the lessons of flight the hard way.

It all started just over a year ago when I sold my RX-550 Beaver that use to be Dan's and was Winston Brown's before that. I had it for three summers putting on over 150 hours and had a lot of fun flying to most of the breakfasts and BBQ's the club put on. I really enjoyed it since the view was great and it landed easily, but it was not a "fast & far" plane. Now I know it's not the destination that counts but my farthest flight to Lethbridge and back was a grand total of 3.8 hours, which is a lot like driving there. So I put up my plane for sale and looked to set out my requirements for my next plane.

I wanted a 2-seater that had the ability to carry a passenger. The passenger should be sitting next to me not behind me as the view of the back of my head is not very exciting. I wanted to be able to cruise at 80 - 100 mph and have 3 ½ - 4 hours of range. I really liked the high wing of the old Beaver so another high wing would do. This would also help out by allowing a quick assessment of the terrain below... once you've had a Rotax moment you will never forget it! I would like a 4-stroke, 4 cylinder engine but I knew it would not fit into my \$ 25,000 budget. So the 2-stroke 2 cylinder was a given (until the next plane!).

So with this criteria, I started out on my search. I started at the Barnstormers website. 25 grand Canadian would get me some listings but mostly airplanes in the USA. This price had to include all costs including delivery. I found quite a few Challengers and Titan Tornado's and thought about it for a while but I wanted the side by side seating. My wife said she might go flying with me if it did not look like the Beaver (go-kart with wings). There were a few Rans planes but the price was starting to get higher.

The other thing I had to decide was "the landing gear configuration". Was I going for tricycle or tail wheel style? I took my training in tricycle but Stu Simpson said the "anyone" could fly with training wheels! I will argue the point that the Beaver was not tail wheel, but I did not say for at any time that I would need to have three wheels up front. As I looked further it seemed that moving the third wheel to the back of the plane makes it a little cheaper!

I wanted to buy Troy Branch's Avid but I did not have my plane sold quickly enough and I could not have been able to get the "own two planes" deal past my wife. Some one beat me to the Avid and it was my

loss. Troy did take me up for a flight and the fact that it was great 2 seat side by side plane which cruised at 85 and had 3 hours range was not lost on me.

I did find another great plane in B.C. but when I told the seller of the 2000' grass strip at 3400 ft AGL he said it was not the plane for me, I thanked him and kept on looking. Now an older Cessna would be another option, I looked at the size of a 150 and found out that it would not fit my current hanger and I did not have the extra money to but another hanger.

I knew then that a tail dragger was going to be a better fit in my only hanger. I also knew that a certified airplane was also going to have a greater cost in the long run and it may be a choice I would regret latter. The 150 at Indus uses a lot of runway even in the early morning and would never be considered a short field lander.

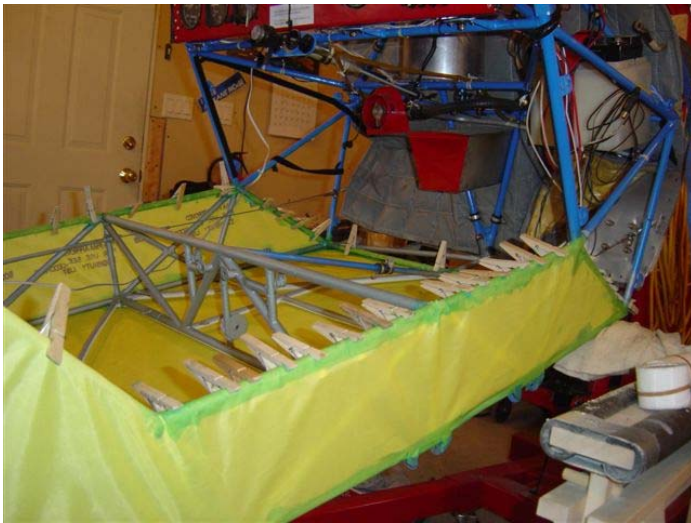
I continued on with my search on the Internet. I did see an interesting plane at the Indus airport one



morning and found out that Tim Vader had finished a great looking Kitfox Model IV! I talked to Tim and after a while Tim said that he knew of another one that was for sale but it was only a Model II. I got the name and number and called the guy. Yes, Harold Line still had his Kitfox Model II for sale but it needed some work.

This was a plane that I thought would be a good fit to my criteria as it had 2 seats, side by side, 2 doors, an 85 MPH cruise, a 4 hour range plus it was a homebuilt and it was a tail dragger! I took Ken Beanlands with me to take a look over the Kitfox.

The owner was only 20 hours into the test flight phase and he was not having as much fun with it as he thought he might. It is interesting how feelings at the start of a project are different when it is all done. I know that Harold said he enjoyed building the plane but it did not fit his lifestyle now. It did not take me very long to decide that I wanted this plane especially with it being a local buy that I could get it back into my hanger and still not blow the budget.



The majority of the repairs centered around the main gear and its mounts. With the welding done, fabric work begins.

The home storage of the folding wing airplane with fuel still left in the wing tanks caused some damage to the paint as it sat waiting for the next time to fly. I worked out a deal and with the help of Garrett's trailer I was able to get it back to Indus safe and sound. I found that my new plane fit very well in my hanger. It even gave me some extra room, as the wingspan of the Beaver was longer than that of the Kitfox.

I did have to do the paint repair and with both wings off I re-sloshed the 13-gallon wing tanks for that extra feeling of safety. I ordered the paint, which was the water based AFS system and went off to work getting the needed repairs done. I finished up the repairs just about a year ago in July. After putting everything back together it was time for flight.

Now this is where my mistake took place. Simply put, I should have taken training in a tail dragger, but I did not. I did do many high-speed taxi runs and felt quite comfortable in it but it was different than the "Beaver". So after 1.1 hours of its first flight with me I brought it in for the landing. I forgot that the toe brakes were set ahead of the pedal and as I landed, I had one toe on the right brake but not the left one. As I went down the runway I was going to the right but I was pushing on the left pedal. Had I just cut the throttle and landed I would have probably been able to figure it out but since I was trying to touch and go, I touched and slid off the side of the runway. The damage to my pride was more than the damage to my plane but it was a lesson learned!

I had to replace one landing gear leg, but since my friend Tim Vader had an extra set from his kit I replaced them both. I also had Ted Beck do some welding of a few new tubes that were bent by the landing gear. With help from Ken Beanlands and Jim Corner, and with the fabric donated by Fred Wright, I

was able to get the repair done and the Kitfox readied for its second attempt.

I took a couple of hours of tail dragging time with Wayne Winters in the Merlin (which is another great plane). I was set up for success and on June 17th, 2006 I hopped into my plane (after Wayne was done with me) and took off for six circuits consisting of one successful take off and one successful landing with the other five done to make sure I was setting up correctly for a good landing. Ted Beck even had the opportunity to witness this event. Ted may tell stories of hearing a loud "Yahoo" at the end of my landing, but I think it was the angels in the outfield that he really heard.

I felt that the training worked very well for me to help me get the feel of my plane and the way it handles on landing. I found the plane to be very responsive and it has a good feel to it. I have since flown off the rest of the flight hours required for the 25-hour test time. My blue with red Kitfox Model II C-GHKC has been a joy so far and I know that flying to Lethbridge will be a little bit quicker the next time I go, which should be pretty soon.

I would like to thank everyone that helped me out with making this another reason to belong to our great flying club and I look forward to putting in many hours with many smiles at the end of the day of flying.

Thanks All →

Back in the saddle again. The Dave and the Kitfox are escorted south by Dan Mitchell to another fly-in breakfast



Electricity Brought to Linden.

By Bill Beaton
Photos by Pat Johnston

Young Eagles Did Its Magic

Linden. A rural, agricultural-based community 45 miles northeast of Calgary. Home of some 630 of Alberta's finest citizens. Home of an unregistered, grass airstrip for the past 10 years. The well-kept secret location for home cooked meals and pie to die for. Site of a cooperative Young Eagles event on October 14, 2006.

Electricity filled the air to replace the cold, jet-stream winds that had cancelled the YE event the week before. Parents and Young Eagles began assembling by 8AM as firefighters from the Linden Volunteer Fire/Rescue and COPA Flight volunteers worked feverishly to prepare the site. The apron was secured by stakes and tape. A registration tent and processing desk were put into place and powered up by the fire truck generator. Distance pylons were placed on the airstrip. The electricity continued to build as the official hour for commencement approached. Much planning had gone into creating as safe, organized and fun day, as possible. All that was about to go out the window!

Morning fog was holding the majority of the volunteer pilots from leaving their home airports for Linden. The 06:30 weather call left it to the discretion of the pilots to make their way to the event, as soon as was safely practical. By 08:30, over 120 vibrating Young Eagles and parents had assembled in front of the registration tent, anxiously awaiting their chance to take flight. Three aircraft, able to carry five passengers, had made it the apron for the planned pilots' briefing. It was going to be a long day!

The expectant crowd continued to grow, as a capable and energetic team processed registrations and printed YE certificates. The Young Eagles energy was engaged in the first of two ground schools, held in the nearby senior citizens lodge. The decision was made to launch the planes we had. By 09:45, a C-180, a Rans S-12, and a Bush Caddy were airborne for a 20 minute circuit. The YE participants were understanding, yet frustrated by the likelihood of more time getting between them and their introduction to light aircraft.

The weather gods took pity. Over the next two hours, five Cessna 182s, three C-170/172/177's, a Decathalon, a Piper Archer, a Beech Muskateer and several



Glenn Bishell returns from a successful sortie in the Bush Caddie

advanced ultralights and amateur-built planes took up the cause. At the peak, 15 aircraft capable of carrying 32 passengers were making it through the pre-arranged route. The members of COPA Flight 14 (Calgary), COPA Flight 114 (CUFC), COPA Flight 134 (Airdrie) and flyers from adjacent aerodromes had come through. Not a single wanting youth flyer was left without a flight of a life time. A few older eagles and otherwise committed youth would have to wait until next time. Seven aircraft from the Calgary Ultralight Flying Club (COPA Flight 114) stopped in for breakfast and lent their support to the regional cooperation. Local remote controlled aircraft operators helped take the kids minds off their waits, with a welcomed side show.

By 2PM, the tear down was complete and 110 Young Eagles were proudly sporting their certificates. The deserving Linden Fire and COPA volunteers were headed to the local restaurant, the Country Cousins, for a bite to eat and fellowship. Within the hour, the supply of pie and buffet fixings had been severely depleted. Already the legends were being spun.

This was the little airstrip that "could" at a Town with a big heart for aviation. A 2500 foot grass strip, extracted from farm land and guarded by power lines on the threshold of runway 34-16, had its challenges. A perfect place to hone your attention and skills for performance take-offs over obstacles and soft field techniques. The apron, complete with wind sock, is mere 100 steps to Main Street and the warmth of the local citizens. A gem to be experienced. Check it out at N51.35 W113.30, just 10nm north of Beiseker (CFV2).

This event was a model example of cooperation between COPA Flights and with local organizations. The result was a level of participation and excitement well beyond what any of the organizers expected when the event was conceived over coffee in the



Ed D'antoni flies another happy customer in his Rans S-12

Country Cousins restaurant one day in August. Hats off to volunteers of Linden Fire/Rescue for promoting the event and for their active duty in every aspect of delivering a safe and memorable day. There must also be a tip of the wings to the volunteer pilots who modeled the safe operation of their aircraft, showed impeccable radio work and procedures at a busy uncontrolled aerodrome and displayed airmanship all of general aviation would be proud of. Their flying brought the excitement to reality. Many volunteer ground staff and sponsors also facilitated the planning and execution of the event. In total, 37 volunteers were active leading up to and conducting the aviation day Linden will not soon forget.

Within 24 hours the official photographs were published to the internet for download by participating families. See www.pbase.com/pjo/ye_linden for the permanent photo record. 110 new entries will be made in the EAA's, world's largest logbook in Oshkosh. Everyone grew from the experience and many new bonds were formed. Youth' eyes were opened to possibilities.

The skies over Linden will continue to welcome the approach of aviators and even the occasional whine of revving propellers. Young Eagles did its magic.

Acknowledgements:

Thanks to my Co-Chair, Michael Ratzlaff and all the volunteers brought to bear by the Linden Fire/Rescue squad. Without this crew we could not have pulled off this day. Thanks also for creating the excitement and imagination of the over 100 Young Eagles from Linden and area that showed up to fly.

To the planes and pilots who overcame the morning weather to make this event happen, a salute and a barrel roll are in order!

Of course, we also did have sponsors that helped facilitate the event. Local Linden businesses, Microsoft Canada, Artisan Aviation and the Calgary Flying Club are but a few.

Also thanks to Chad Conrad, COPA Flight 14 Captain for sharing his YE experiences and documents. Richard Wiskar, thanks, for mustering the troops in Airdrie.

Thanks to John Thorpe for pulling together the groundschool and Ian Miller for manning the registration desk.

Congratulations to all on jobs well done! Thanks for allowing me to light the fuse (and run like hell!).

Safe journeys and blue skies. ➔

Flying Events

December 15, Calgary AB - A COPA Flight 14 event. Santa Claus Night Convoy and Poker Run - 19:00 Wheels up A steak dinner (small \$ charge) and dawning of Christmas hats will proceed this night flying event. Mark your calendars, book your planes/passengers and be night current! December 22 will be the weather alternate date. \$5 hands of poker and bragging rights will be on the line. Weather will dictate the final routing. RSVP to bdbeaton@shaw.ca or 403-531-9722

CUFC Annual Dinner and Silent Auction

Mark your calendars for the CUFC Annual Dinner and Silent Auction.

Location: Fox Hollow Golf Course
Date: February 24, 2007.
Time: Cocktails 5:00-6:00 PM.
 Dinner 6:00-7:30 PM
 Live auction starts at 9:30 PM

Meal: Alberta Beef Buffet with salads
Cost: \$25.00 each (\$50.00 per couple)
 60 tickets available

Contact: Dave Procysen for tickets home
 (403) 257-8064 or
 dprocysen@shaw.ca

Please remember to bring an item for the Silent Auction

For Sale

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 (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. \$14,000.00. Contact: Russ White - umm48611@telus.net (09/06)

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 3/8w 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. \$31,500. Call Mike Sweere for more details. 337-4860(h), 809-9353(c) or mmsweere@xplornet.com

INSURANCE REMINDER

COPA/Marsh Silver Wings Insurance plans expire on December 31!

Also, remember that the COPA insurance plan requires a valid COPA National membership.

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

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)

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)

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)

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) →

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