



Skywriter...



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

April 2007



The Rocky Mountains makes the perfect backdrop for Glen Clarke's classic J-3. Believe it or not, Spring really is coming and soon we'll all be enjoying the pursuit of that "perfect flight". (Photo by Dan Mitchell)

From The Cockpit

By Garrett Komm

Ahh... Spring Has Sprung

As this is written the taxi-ways are just starting to dry up which means just one thing... the rainy season is coming. We have thought about pumps, plywood and carpeting to ride it out for the weekend but alas mother nature rules. These are easily the wettest years that I can recall. We haven't seen this much moisture since day thirteen from the days of the ark. We need a real good drying wind on a Tuesday or Thursday so that the field may be ready for the weekend.

I want to thank all those that have given me their ideas on what would be appropriate to support from the club's funds. We have a great chance to do some good and with the Ideas brought forth it will a win-win situation for many.

Ed's help was much appreciated for his filling in last meeting at short notice, and to Bob Kirkby for the loan of the projector on very short notice. We all look forward to the talk by Fred McCall next meeting.



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Calgary has a fascinating history and few of us have had the opportunity to learn how the streets get their names.

On that note, my family came from Germany in 1926 and started farming that same week. They took many jobs to fill in the gaps and one of them was to transport the German POW's to and from the work camps during the Second World War. They were often asked, by the guards, to listen in and report if any of them were planning an escape. As it turns out over 6000 of these POW's returned to Canada after the war to set up residence. The facts were that the prisoners were better kept here than with their own German military. There was a documentary on the History Channel last week that confirmed all of those family stories.

Charles Lindbergh once said:

'Whether outwardly or inwardly, whether in space or in time, the farther we penetrate the unknown, the vaster and more marvelous it becomes.'

Wishing you Tailwinds and no Bumps

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Calgary Ultralight Flying Club

COPA Flight 114

Meetings are held on the second Thursday of every month, except July and August, starting 7:00 PM at the Northeast Armoury, 1227 - 38 Avenue NE, Calgary.

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Skywriter

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

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CAVU Dreams

By Ken Beanlands

OK, so March was a bust! I don't think I've seen as March as cold or snowy in Alberta since I moved here 12 years ago! Global warming... yeah, right!

Despite the snow, soggy wet airfields, and high winds this month, I did get in a couple of interesting flights though. I've been continuing with my commercial flight training and only need about 1.2 hours of hood time and 80 hours of ground school.

One interesting flight occurred last Sunday. I decided to take the C-150 up for a run and get in an hour of circuits in High River. I was quite pleased with myself after an hour of good crosswind circuits and head back to Springbank. I called in over Pridus Corner at 5500' and was told to head for a left base for 25.

That's when all hell broke loose. For about 10-12 minutes, I suffered through some of the roughest turbulence I've ever experienced! A couple of frantic calls to the tower and they opened up my altitude restriction so that I could safely battle the 1500-2000 fpm climb and descent rates I was hitting. As quickly as it started, it ended as I headed north over the Elbow River. I landed with my hands still shaking from the experience. What a ride!

With March behind us, I've been looking for some interesting fly-out destinations. I came across one in a magazine article last week while waiting for an optometrist. It reported that a geological feature was found in Google Earth that looks like a Native Canadian woman in full feather headdress listening to an iPod! It's located 40 km east of Medicine Hat. Finding the old lady could make for a nice trip with a stop for lunch in Medicine Hat! See for yourself:



Last month, I also hit a personal milestone. I finally decided to pull the pin on my second career plans that I've been

brewing for the past 4-5 years. On March 5th, I gave my boss my resignation effective April 26th.

It really started years ago as high school graduation approached. I had narrowed my choices down to becoming an AME or an engineer. My parents suggested that I might be better off with an engineering degree so that's the path I chose. In 1989 I graduated from Ryerson with an Aerospace Engineering degree and dreams of designing the next great bush plane. Unfortunately, by the time I graduated, most of the aircraft manufacturing shops (DeHavilland, Canadair, etc) simply were not hiring junior engineers. I shopped around my thin little resume at various engineering firms and finally got a hit with a small, offshore engineering firm in Newfoundland. More importantly, they specialized in CAD and 3-D computer design, areas that I was trained on at Ryerson. Before long I was asked to help out the sole IT guru in the shop with technical support of these systems. That has led to a career in IT support and my current position at Encana.

Although this career path has been very rewarding, both personally and financially, I felt something was missing. I was becoming less interested in my desk job as a junior manager in a very large company. My mind often drifted off to the building projects in the shop or flying on some new adventure.

About two years ago, I had a thought. Maybe I should resurrect my earlier aspirations and go back to school to become an AME? After all, SAIT has an excellent school right here in Calgary. I started looking at our finances to see if I had the means to do this.

In November, I applied to SAIT for their AME course. This is a two year course with approximately two years apprenticeship resulting in an AME license. In January, I received the letter saying I was accepted.

With a partially completed cabin up near Bashaw, and plans to return to Oshkosh this summer, I decided to take a few months off before heading back to school in September. I'm not sure which I'm more excited about, going back to school or taking the summer off!

However, this will have an impact on the club. Currently, I use Encana's corporate discount to print the Skywriter. These lower printing costs are what allowed us to start printing a color cover for the Skywriter. Since I will no longer be eligible for this, we were faced with deciding between one of two options: double our printing costs to get a color cover, or keep the costs the same and print the entire newsletter in black & white.

The executive has decided that the money required to continue printing in color would be of better use on other projects such as fly-ins, poker runs, COPA legal funds. Also, with the introduction of the digital Skywriter, which is entirely in color, the need for a color, printed version is reduced. If you do not currently get a digital Skywriter and would like to, please send me an e-mail and we'll add you to the subscription list.

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Comparing the Flight Design CT and Cessna 150.

By Ken Beanlands

Over the years, I've flown a number of different aircraft, some of it was logged and some of it wasn't. Though the types of aircraft range from gliders to Dash 7's, I only had the opportunity to fly one ultralight, Wayne Winter's Rotax 618 powered Merlin. On the other hand, the Cessna 150 has shown up numerous times in my log book including all my flight training for my Private Pilots License back in 1984 (when I was 24 year younger and 100 lbs lighter!)

Back in November, Jamie Hefner from Springbank Air Training College called to make me an offer I could not refuse. They had recently become the dealers for the Flight Design CT and wanted me to do a flight review for our Skywriter in exchange for a flight in my Cessna 150.

The CT is a composite, high-wing, two-seat design that sports a tricycle landing gear and an electrically actuated carbon fiber prop mated to a 100 HP Rotax 912S engine. Obviously, it's difficult not to compare this plane against the venerable Cessna 150, so I decided to present this review as a comparison between new and old, the CT and the Cessna 150.

Although we first discussed the article in November, it wasn't until February 10th that all the stars aligned to allow for the flight. Through January and early February I had been flying at Springbank Air Training College trying to finish off my Commercial License. Troy Ritchie is one of the senior instructors I've been flying with and agreed to accompany me on this flight.

The first thing you notice as you approach the CT is the almost comical appearance of the aircraft. The fuselage has a bulbous, egg shaped forward section that tapers to a tube-like boom that supports the thick, but otherwise small tail. The cowling and prop look impossibly small for such a large cabin and the landing gear



has a very small track and wheelbase. The second thing you notice is just how smooth and aerodynamically clean this design is. Everything fits flush and has a mirror like finish. Wheels and brakes are nestled under tight fitting fairings and the gear legs are also aerodynamically faired.

By comparison, the C-150 has a relatively stock look to it. Except for the tall, upright windshield, it has very indistinguishable looks. Let's face it, the C-150 and C-172 make up a very large chunk of the aircraft flying in Canada and the US and has become what the general public expect to see when looking at a light plane. Compared to the CT, the C-150's lines are anything but smooth. Hard lines define the edges of the windshields and tail group. Rivet heads cover the plane and most C-150's lost their wheel fairings years ago.

Performing a walk-around is pretty strait forward on the CT and surprisingly similar to the C-150. About the only addition is checking the coolant level. Both aircraft allow only a small access door for checking the health of the engine. Flight Design has made it possible to do a far more thorough job of inspecting the plane. Clear material is installed in the wing below the aileron bell-cranks allowing for a visual inspection of these critical components. Also, removing the cargo bay covers behind the main doors allows for visual inspection of the main gear attachment point.

At this point, it's worth comparing the cargo areas in the two aircraft. The C-150 is the clear winner in this category with a cavernous space behind the two front seats with four cargo tie downs to help restrain the maximum 120 lb load. The CT has a smaller space behind the seats that is not accessible from the cockpit and is shared with the main gear attachment structure and the ELT. However, it does have two

large exterior cargo doors to access this space. The CT also has two cubbies under the floor ahead of the seats. These are also difficult to access in flight as they are situated under your knees and ahead of the stick. The C-150's glove box and seat back pockets provide a more useful storage area for things like maps and flight supplements. The CT we were flying

is an older 2004 model. The new 2007 CTSW does have an additional pocket between the seats and pockets in the doors.

The CT has a clear advantage when it comes accessing to the cabin. The two large doors have top mounted hinges that fold up out of the way under the wing. That, along with a lack of struts, makes getting in the CT no more difficult than getting in a compact car, with the exception of having to maneuver your inboard leg over the stick. Once seated, with the door closed, you quickly realize that although this is a small aircraft, the cabin is HUGE. Troy and I were barely touching elbows, which is amazing considering that I'm 6'0" and well above the 200 lb mark and Troy is about 5'10 and 180 lbs. In the C-150, you had better like your passenger as you will be very intimate with him or her by the time you land!

Seat adjustment can be accomplished while seated in the CT, but it wasn't easy. The seat does not move as easily on the track as you find in a typical Cessna.



However, the biggest drawback with the CT was the shoulder harness. There was no way I could wear them as they were simply too short. Considering that the main spar for the cantilever wing pass through the cabin right in front of your noggin, shoulder straps are a necessity. However, the lap belt fit fine. This is something that should be address and hopefully has been in later models. Of course, my 1968 C-150 was not equipped with shoulder straps when it left the factory, but like most C-150's, they have been retrofitted into the cabin and pose no difficulty even with my XXL dimensions.

The CT is not equipped with differential braking. Instead, it uses a large lever to the right of the center console to apply even braking to both wheels. This seems to eliminate the need for a "pedal". Instead, there are simply two horizontal bars to rest your feet on and control the rudder. I found that these bars sat too low for me to comfortably actuate them with my size 13 feet! One annoying feature that has been fixed in newer models is the park brake. The brake lever

needs to be fully engaged with one hand, while reaching across with your other hand to flick the knob that locks the brakes. Although the braking proved effective and there was more than ample nose wheel steering, I still prefer the "normal" differential toe braking provided in the C-150.

Our CT was equipped with a large screened Dynon EFIS system with a backup altimeter and airspeed indicator. A King KY 97 transceiver and a transponder provided communication with a large Skymap GPS completing the panel. The flaps are controlled by a rotary switch at the top of the center console with a digital readout providing position. The desired flap position will flash in the display while in transit. Below that is the keyed ignition switch. The fuel cut-off lever is a large control located on the left side of the upper center console. The carburetor and cabin heat controls are at the top of the panel with the remainder of the secondary controls located on the lower part of the console. This area gets pretty busy with trim, choke, throttle and brake levers located side by side on the 6" wide console. One last lever is locate behind this cluster and is used to select the pitch of the electrically controlled propeller. This lever takes a little getting used to. It has a safety catch that you lift while moving the lever. The catch fits into detents that provide the pilot with a fixed number of settings. Unfortunately, my wide posterior easily detected the position of the lever as it progressed into the coarser positions. Overall the controls, although functional, do take a bit of use to get comfortable with.

One pet peeve I had was the lack of labels on some of the controls. I would like to have seen the flap settings noted under the rotary switch and the ignition switch functions labeled on the keyed switch.

By comparison, the C-150 has a relatively well laid out panel with familiar throttle, carb heat, mixture, flap and trim controls. Of course, having flown Cessna's for a large chunk of my flight experience, it's not surprising that I'd feel more comfortable with this layout. Had I learned in a CT, I'd likely be complaining about the C-150's layout. There is nothing about the CT's cabin and controls that I wouldn't feel comfortable with after a few of flight hours.

Finally, time to light the fires. Although it was -15° C, the plane had been sitting in a warm hanger prior to our flight. The engine started easily with the use of the choke. Once running, the choke was adjusted until the engine ran smooth. The first thing I notices as we started to taxi was how easy the plane was to steer despite not having differential brakes. However, that didn't keep me from trying to activate the non-existent toe brakes. The run-up was simple with only mags to check. The prop was set to full fine and the flaps to 15° for take-off. As the power came up, there was a satisfying acceleration rate, much greater than the C-

150. We were off the ground in less than 500' with a very positive rate of climb. As we climbed out, the prop pitch was brought back one notch, then the flaps were set to 0°, then another notch of pitch, then the flaps to NEGATIVE 12°, then another notch of pitch. The object here is to keep the full-throttle RPM between 5000 and 5200 by using the pitch control.

With the plane set up in climb, I finally had a chance to look at the EFIS and check out the performance. We were climbing at 80 kts, about 10 kts faster than the best rate of climb speed. Despite that, we were showing a solid 750 fpm at just under the 1232 gross weight. This gross weight is used for Canadian registered planes in the AULA category, while 1320 lbs is used in the US under the LSA category. The impressive climb rate had us at our assigned altitude of 5500' in about 2 minutes. This plane is a rocket ship compared to the marginal 300-400 fpm normally seen at our elevations in the C-150! The CT is a plane I'd have no reservations taking on a mountain trip... not so with the C-150.

Cruise flight was next. Given our altitude, we left the throttle at full, which should provide about 75% of sea level power. The prop pitch was adjusted to maintain our 5000-5200 RPM. Once everything had stabilized out, a solid 110 kts cruise was observed. This plane will outperform the C-150's 85-90 kts cruise in spades and even has an edge on all but the newest C-172's! The view is outstanding with the low panel and low side windows. The slightest bank and you're looking directly down! Despite lacking the rear window of the C-150, the nod goes to the CT for visibility.

Next we started in on some maneuvering. The CT is VERY responsive in both pitch and roll, much more so than the C-150. However, Flight Design has given the CT's controls a much heavier feel than the C-150. This prevents new pilots from over-controlling. Unfortunately, I found the controls to be unbalanced. By that I mean that the ailerons required almost twice the force for the same deflection as the elevators did. Although it doesn't hamper the performance, it did feel a little awkward. The C-150 does have a more balanced control feel despite being less responsive. Despite that, I still prefer the CT in this category.

The stall on the CT was VERY docile. Essentially, it wasn't much more than a nose-high rapid descent with full control maintained. This is great for personal use, but probably less so for training. Students should see how the stall typically develops and breaks as part of their training. The stock C-150 breaks normally in the stall. However, I've installed VG's on my C-150 which dramatically lowers the stall speed without changing the break.

Finally, it was time to head home. As we headed in, the tower advised a Super Cub to "watch for an over-



taking Ultralight high on the left". Boy, did we ever overtake him! He looked like he was standing still and I'm sure he was cursing for having been so thoroughly beat by an ULTRALIGHT!

Lowering visibility due to snow squalls prevented us from doing circuits, but the one landing I did do was quite interesting. The plane is very clean, which becomes very obvious while trying to slow down and descend in the approach. With idle power, full flaps, full fine prop pitch and a slip thrown in for good measure, I still couldn't see much more than 700 FPM down. A C-150 would drop like a stone in this configuration! However, I was able to plant it on the first half of the runway. Using brakes, I was off on Alpha.

As an aircraft for personal transportation, the CT has a lot to offer: high cruise, good visibility, modern avionics, comfortable cabin, adequate baggage storage and unique styling. The biggest hurdle with the CT is the price tag that runs well north of \$100K. Comparing this plane against a 40 year old C-150 probably isn't that fair unless you look at its original 1968 price tag of \$9,550. Based on the Bank of Canada's inflation rate, that same plane should cost \$56,562 new in 2007. Ok, so that's not altogether fair either, as Cessna did produce some 3000 copies in 1968, and there are certainly efficiencies gained when producing aircraft in that number. Basically, the CT is light years ahead of the C-150 in almost every way but one. The C-150 remains as one of the leaders in cheap flying!

The CT may find it hard to compete in with other aircraft available to the private pilot as it's solidly in the price range of a good, used Cessna 182. If you want a new, two-seat design, Ralph Inkster could build you an RV-7A in the same price range that will outperform the CT in almost every way. However, the operational costs after the purchase will be far more palatable in the CT than either of these options. If you're in the market for a new, factory-built ultralight, the CT provides excellent bang for the buck! →

General Aviation Monitoring

By Bob Kirkby

There have been a few emails floating around the patch in March concerning Transport Canada collecting data on GA activity and suggestions that letters need to be written expressing opinions. Let me try to clarify this matter.

On March 1st Transport Canada held a meeting in Ottawa with General Aviation industry representatives. This was to discuss the options for collecting data from GA and what data may be currently available.

Transport hired a consultant to do some work on this, part of which was the March 1st meeting. At this meeting a lot of constructive input was provided from industry, including COPA, RAA and UPAC.

Transport Canada is investigating the possibility of using their ECATS system, which is how they collect activity data from the airlines, and this has got some people worried they might ask for too much. Transport seems to understand the difference and wants to define what TC, with the help of the GA industry, can do to establish the importance of general aviation in Canada or what is referred to as the "economic footprint of general aviation". This is paraphrased from a quote by a senior TC official.

Transport Canada has committed to working with the industry to develop something workable but there is no proposal on the table yet.

One thing to keep in mind is that if TC does not start gathering and making data on GA available somehow, we will never be able to convince the elected politicians that GA has significant economic value and that we need a GA policy in this country. COPA has been urging Transport to make the Annual Air Worthiness Report data available in summarized form for over 10 years and recently they started collecting this on-line to facilitate that. This is only one part of the data needed to monitor the health of General Aviation.

Pilots understandably get concerned over being monitored too much. But the less visible we become the less understanding we get from the politicians and the general public, and the greater the chances we will disappear all together.

Watch COPA Flight, the COPA web site, and the COPA Flights e-News for reports on this activity as it develops.

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April 2007

CUFC Financial Report

By Carl Forman

Calgary Ultralight Flying Club Cash Receipts and Disbursements Year Ended December 31

	<u>2006</u>	<u>2005</u>
Receipts		
Members Dues	3,215.00	2,250.00
Annual Social	1,916.20	516.13
Raffles	36.71	932.25
Skywriter Advertising	150.00	100.00
Donations	1,000.00	10.00
Other (incl. interest)	-	-
Total	6,317.91	3,808.38
Disbursements		
Postage	1,001.75	1,003.43
Printing	1,788.36	1,502.24
Meeting Hall Rent	750.00	878.40
Club Events	50.00	577.41
Caps, Crests, Maps,		
Dvd's (net)	(55.04)	15.34
Website		117.24
Other		453.63
Total	(3,535.07)	(4,547.69)
Excess of receipts over disbursements	2,782.84	(739.31)
Cash, beginning of year	5,547.61	6,286.92
Cash, end of year	8,330.45	5,547.61

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Flying Events

April 17 – 23, Lakeland, FL – Sun 'n Fun Fly-in! This is the first of the national fly-in's. For complete details, please see <http://www.sun-n-fun.org/>

May 6, 2007, Red Deer, AB – COPA Flight 92 COPA Rust Remover at Skywings Aviation, Red Deer Regional Airport. Breakfast is served from 8 a.m. to 10 a.m. Seminars start at 10 a.m. and go to 2 p.m. with a lunch break. Cost is \$15.00 per person. For more information contact Wes Cooke at 403-782-5853 or email tyweld@home.com.

May 13, Sundre, AB – COPA Flight 146, the Sundre Flying Club's annual mothers day fly-in/drive-in. Full breakfast: 8 a.m. to 12 noon. Adults \$8, children 12 & under \$4. For more information contact Alf and Norma F. Bicknell at 403-638-9001

May 20, St. Albert, AB – Light Engine Services Rotax Speed 60 and barbeque. Fun event to fly around a 60 nm triangle. Prizes to Rotax powered a/c but all are welcome. Rain date Monday May 21. Pilot's meeting 8 a.m. at Light Engine Services, St. Albert Airport, identifier CES3, coordinates N53 41 25 W113 41 37. For more information contact Ben Strafford at 780-458-1606 or email larandben@cruzinternet.com.

May 26, Indus, AB, CUFC, South Calgary Poker Run, Vulcan, Claresholm, AJ, High River, and Okotoks. Look for the plastic ice cream buckets near the taxi ways. Grab one card from the bucket then on to the next Airport. Final three cards at Indus. A \$5.00 breakfast served at 10:00 Registration with Garrett required prior to the event at kommair@telusplanet.net Prizes for best hand, worst hand, and more

May 27, Camrose, AB – Camrose Flying Club/COPA Flight 137 annual fly-in breakfast 7 a.m. to 12 p.m. All you can eat breakfast. One of the largest fly-ins in western Canada with over 100 aircraft expected. Free photo of your aircraft on short final. For more information contact Barry Graham 780-672-7973.

June 3, Lacombe, AB – Lacombe Flying Club's popular annual fly-in, drive-in breakfast from 7 a.m. to 11 a.m. For more information contact the club's president, Len Bardick at 403-782-2540.

June 9, Villeneuve, AB – Edmonton Airports is pleased to be hosting the 3rd annual open house & fly-in BBQ from 11 a.m. to 2:30 p.m. Rain or Shine! Free! For more information contact Edmonton Airports at fly-in@edmontonairports.com.

June 10, Bonnyville, AB – (CYBF) Annual fly-in drive in breakfast from 7:30 a.m. to 12 p.m. For more information contact 780-826-7457.

June 16, Carstairs-Bishell Field - The 11th annual Bishell Fly-in breakfast. 0800-1200 hrs www.skywalker.ca Contact Glenn Bisnell 403-337-2564

June 23-24, Wetaskiwin, AB – "Westebello 2007"- Inaugural Western Challenger Owners (and interested parties) event. For more information contact Mike and Tracy Hughes at: 780-985-4231, fax 780-985-2198, email info@challengerwest.com or <http://www.challengerwest.com>

June 24, Wetaskiwin, AB – Wetaskiwin Flying Club fly-in breakfast. For more information contact Merv Blair by email at mervb@ralcomm.net.

June 30-July 1, Saskatoon, SK – 'Fly'n Fair' small aircraft exhibition & antique road show taking place at the Corman Air Park, CJN5. Featuring: Brian Lehman of "What's it worth Brian" and several other appraisers of antiques, art, & collectables. Prizes for best Homebuilt, Ultralight, Antique, and Replica Aircraft. For more information contact Vern or Sandra Rees at cormanairpark@gmail.com or visit www.cormanairpark.ca.

July 11 – 15, Arlington, WA – Arlington Northwest EAA Fly-In and Sport Aviation Convention. This makes a great 3-4 day, long weekend camping trip for Calgarians. For complete details and to book your camp spots on-line, see <http://www.nweaa.org/>

July 14, Chestemere-Kirkby Field - The 16th annual Chestermere-Kirkby Field Fly-in breakfast. 0830-1200 hrs www.skywalker.ca Contact Bob Kirkby 569-9541

July 23 – 27, Oshkosh, WI – AirVenture 2007! Need I say more? If you are interested in participating in a convoy flight to Oshkosh this summer, please contact Ken Beanlands kbeanlan@telus.net. For complete details, please see: <http://www.airventure.org/>

August 12, Westlock, AB – Annual fly-in from 7 a.m. to 11 a.m. Aircraft and pilot prizes available. For more information contact 780-349-5650.

August 18, Cooking Lake, AB – Edmonton Airports is pleased to be hosting the 3rd annual open house & fly-in BBQ from 11 a.m. to 2:30 p.m. Rain or Shine! Free! For more information contact Edmonton Airports at fly-in@edmontonairports.com.

August 26, St. Albert, AB – Fred Herzog Memorial Fly In Breakfast from 7 a.m. to 11 a.m. at the St. Albert Airport, identifier CES3, coordinates N53 41 25 W113 41 37. For more information contact Ben Strafford at 780-458-1606 or email larandben@cruzinternet.com.

September 8, Indus, AB, Fly in supper and neighbourhood appreciation day. Pot luck and deep fried Turkey. Indus Airport. Starting at 5:00 pm. Dinner at 5:30 Bring lawn chairs and enjoy the taxi ways. Five volunteers needed for crowd control. Please contact Garrett Komm at kommair@telusplanet.net for more information or if you can volunteer.

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For Sale

PRICE REDUCED! - MURPHY RENEGADE SPIRIT, 187 TTAF 52 TTSN Rotax 582 MOD 99. Single cockpit conversion. Full instrumentation, Tennessee prop. David Clarke helmet & head set, Icom A5 transceiver, electric starter, Matco wheels and brakes, and elevator trim. Airtech coating system. Always hangared. This is an easy handling, extremely responsive and fun airplane to fly. Asking \$18,000. Email bkespe@raymacsurveys.ca for additional photos and details. Phone: 403-692-to 2563 office, 255-7419 home, 968-7419 cell. (04/07)

JEFFCO FUEL TANK SEALANT, I have after sealing my wing tanks 1-1/2 gal. of Jeffco sealant left over. This is exactly half of the total purchased volume. This is a two to one mix ratio product. I am extremely happy with using this superior quality fuel tank sealant..... \$210.00 ...(You save GST and shipping costs of thirty two dollars). Calvin Thorne, cell (403) 860-7582 or home (403) 932-4325, email cbthorne@telus.net (03/07)

RX 550 Beaver TTE 140 hrs Rotax oil-injected 582 with 3 blade Powerfin ground adjustable prop. Complete with wing tanks. All skins U.V. clear coated as well as wing upgrade. Full panel with GPS, custom cargo bags, and several extras. Dual helmet/headset with intercom and PTT also available. Always hangared. A very reliable airplane! \$12,500 Contact Darrell Booth email: dbooth1@shaw.ca or 938-3379 (02/07)

PRICE REDUCED! 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 \$32,000. 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 hangared 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)

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.

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1998 Challenger II - Professionally built, only 170hrs on LES maintained & chromed exhaust recently installed. Beautiful paint, custom seats, ICom3, always hangared, \$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)

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