



Skywriter...



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

May 2007



Wade Miller's new Aeronca Champ heads out over a wet prairie landscape for a spring flight, a rare event given this years poor spring flying conditions. (Photo by Stu Simpson)

From The Cockpit

By Garrett Komm

A Good Lesson

I recently had a great experience with the CASARA folks, who were looking for someone to get lost. Since that has happened without me even trying, I may as well have my cake and eat it too. Last Saturday I left Indus field with my outriders Dan and Pat. We headed for Rockyford International and were able to find it with no real trouble. We all landed on a very rough field and stopped briefly to talk of the flight and to finalize all things for the day's activities. The whole time I had been in contact with Warren who was today's CASARA coordinator. He included e-mails, phone calls and flight dispatch and all things necessary for a great event. The e-mails really had all the group's attention and many of them had to be reminded that this was a drill. Well it was getting cold and the wind was picking up so the outriders headed for home, leaving me there on the ground waiting for rescue.

I had packed sandwiches, chocolates, a lawn chair, and root beer. Did I mention that it was cold? So I started with my first line of defense, a big orange plastic tarp covering me in my lawn chair. I was still cold so I had a new idea... I'll start a fire. One thing about living and flying on the bald prairie is that there are no dead trees close at hand. However I did see a junk pile nearby (500 yds. away). So off I went trying to recall all of the tips from Survivorman that I have seen over the course of flipping through the channels. I found that dragging a large tree branch was an efficient way of getting all things needed for a good, long lasting fire. This included twigs and dry grass to start and trunks to keep the fire ongoing. Since I had no axe I resorted to striking smaller branches on larger ones. Those that I could not break I had the fire burn through and then break up into smaller pieces. Before you say "way to go" I managed to lose a bunch of skin and just about took my eye out. It's



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amazing what one small match and a full cup of gasoline can do. Ahh... this is the life: a warm fire and a plane in the background. I celebrated by breaking out the frozen hot dogs I brought to keep the root beer cold and cooking them on the fire.

Warren had told me the descriptions of the planes that were looking for me. I was keenly aware of every noise that made its way to my senses. Each time I saw a plane over head, out came the diesel fuel and another plume of black smoke. All in all 16 planes flew over but only two made contact with me. It was an emotional experience since I was anxious to be found and yet time was slipping by. I was anxious because the winds were stronger, the temperature was rising and I hate turbulence. I did feel a fraction of the emotions of what a lost pilot must feel and it can make you desperate and frustrated. Three planes were looking for me, two had flown over and the third was due soon. The wind was coming up, I was due back in town and wanted out. I am very glad that this all came out since we all have the tendency to imagine what if. I am glad to say the program works and the whole day was a big eye opener for many of us that participated. Thanks to Warren for a memorable day.

Wishing You

Tail Winds no Bumps and Fire Roasted Hot dogs→

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

Changes for the Buttercup!

OK, I distinctly remember promising myself that I would not make any changes to the Buttercup plans. Well, that was before my latest acquisition.

As many of you know, the Buttercup was the fore-runner to the popular Tailwind design. The Tailwind was first built in 1953 and had a knack for extracting every ounce of performance from its engine. Steve Wittman designed this 2-place speedster in response to the fledgling EAA's members request for an economical 2-place homebuilt. This spawned the Continental powered W-8. Performance numbers were very good with speeds in the 150+ mph range on a C-85 to O-200 powerplant.

Of course, builders were not satisfied with simply bolting on a little four cylinder Continental, they needed MORE POWER! Today, there are W-10's with up to 200 hp on the nose! At the 2005 Airventure Cup Race, an O-320 powered, fixed pitch W-10 beat out every single RV, including some with 180 hp! Not too shabby for a 50 year old, rag-and-tube design!

About 6 months ago, I happened across a Tailwind in the back of the Springbank Air Training College hanger. The fuselage and wings were essentially completed and covered, but most of the firewall forward still needed work. I asked the hanger's owner about it and learned that it was for sale. Although I wasn't that enthused about the plane, the recently overhauled O-320 on the nose was of great interest. That would make the Buttercup absolutely scream!

I got in touch with the owner and made an offer. At first, he seemed interested but he also had some other interested parties looking at it. Since my offer was well below the asking price, I let it go.

Well, a couple of weeks ago I got a phone call from



the plane's owner. He still had the Tailwind and was willing to accept my original offer. Since I was still interested, a deal was struck.

Before we shook hands on the deal, I decided to make a call to Earl Luce, the gentleman responsible for producing the modern Buttercup plans. To date, only two Buttercups are flying, Earl's prototype and the one built by Wittman himself, which currently resides in the Wittman Hanger on EAA's Pioneer Field. Both of these planes were powered by four cylinder Continentals. Earl's has an O-200 and The original has a C-85.

Although the O-200 powered version does the job well for Earl, I have been worried about the effects of our density altitude on the performance. The Cessna 150 has the same engine and although its a reliable airplane, the performance is somewhat anemic especially with a load on a summer afternoon! However, that same airframe with an O-320 on the



nose is quite a different story. Climb speeds well in excess of 1000' are possible with only a 60-70 lb weight penalty.

So, the first question I posed, after explaining the situation, was would he go with the O-200 or upgrade to the O-320 if he was in my place. He whole-heartedly endorsed the O-320.

John Constantine Petryshen 1940 – 2007

Switching to a fire-breathing O-320 in place of the sedate O-200 would mean a few changes. First, heavier engine and additional 10 gallons of fuel would result in a weight increase of about 140 lbs. Second, the additional thrust would likely result in a cruise speed of over 160 mph... well above the 150 mph VNE.

Of course, the first question was whether the structure could handle the additional weight and vibration of the engine. Since Earl essentially copied the Tailwind's structure and built it in the shape of the Buttercup, he saw no issues in putting the O-320 on the fuselage and is confident it will handle a 1600 lb gross weight. It certainly helps matters that the engine is equipped with a dynafocal mount.

The next question was about the fuel capacity. The 22 gallon nose tank is simply not enough for a 7-8 gph fuel burn. Fortunately, Earl's in the process of helping a customer build a wide-body, O-290 powered, nose wheel version of the Buttercup. Earl simply expanded the tank to 32 gallons. It's still a little small, but with the excess power this plane has, the cruise power will likely be around the 55% range rather than the normal 75%. Also, I plan on equipping the engine with an electronic ignition system such as the P-Mag or Lightspeed units. These are typically good for another 1 gph fuel savings or so.

The Vne issue was the next topic. It turns out that one of the Buttercup's most unique features is also it's weak point. The leading edge flaps that Wittman installed on the Buttercup reduced the stall speed from about 48 mph to 40 mph. However, they are held in place with three AN-4 bolts in the hinges and two more in the actuator arms. Although adequate, it limits the Vne significantly.

Earl's solution is very simple... don't install leading edge flaps. Instead, build the wing with a simple wrap of aluminum around the leading edge. Having employed this on the Christavia, I know that this provides significant torsional stiffness and additional strength to the forward spar. I'll test the plane for a 175 mph Vne. The additional power for take off will more than compensate for the lack of LE flaps. In addition, it will save about 150-200 hours of build time.

Earl also suggested adding a forth compression strut to each wing so that it has 3 bays instead of two.

In all, the changes are relatively minor and should give me a far more capable plane... look out Troy, that green streak that passed you might be a 70 year old design!

Oh yeah, anyone interested in a Tailwind project?

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May 2007

John Constantine Petryshen passed away peacefully at his home in Bearspaw on Sunday, April 8, 2007 at the age of 66 years.

John was born in Moose Jaw, SK on September 17, 1940 and was schooled there graduating from STI in 1962. He moved to Calgary, AB soon after, where he spent all of his working years. John will be missed by many friends and associates from those years. John enjoyed camping, biking, flying and many other outdoor pursuits. If it had wings, wheels or a motor, it captured his interest and made him many friends during his lifetime.

John is survived by Dianne; their two sons Keith and Kyle; and John's sister MaryAnn, of Moose Jaw.

"To all that knew John:



My father passed on to me a love of flying and a passion for life; he was my best friend.

Cherish the people and moments in your life; say what you need to say, do what you need to do. Enjoy the freedom of flight, hopefully you can share it with someone else."

Kyle Petryshen →

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The First Year of Merl

By Stu Simpson

I've been 'Merling' for a full year now, and I'm having the time of my life.

For those who might not know, early last year another airplane crashed into and destroyed my beloved Green Giant at Linden. It was one of the most heartbreaking moments of my life. Three months later, I took to the air in "Merl" as I named my new 1991 Macair Merlin. I've been happily flying Merl ever since.

It's been very interesting comparing Merl to the Giant. They both fit into the same class of airplane, but each plane's designer achieved their goals in different ways.

For instance, the Giant's fuse' was made of aluminum tubes riveted together and bonded to a fiberglass and



The Giant had a camo paint scheme that was difficult to spot in flight. By Al Botting.

foam 'bathtub' north of the cockpit. The wing had foam ribs, wooden spar caps and a composite shear web.

Merl, on the other hand, is made with an entirely welded steel tube fuselage. The wings have all aluminum spars and foam ribs. The ailerons are Junkers style and hang right out in the breeze. The design was originally equipped with a centre Y stick. Both designs are fabric covered.

Let's do some straight comparisons. Both airplanes have nice large cockpits. The visibility forward and up was better in the Giant, due to a taller cabin. But Merl allows me to see much better what's behind and to the sides of me.

Merl's bench seats are more comfortable than the Giant's buckets were, especially over a long flight. In Merl, I'm actually able to stretch my feet across the

cockpit to the opposite pedals if need be on a long flight. No way I could've done that in the Giant.

The Giant had the edge in control feel. The controls there were really smooth with just the right amount of feedback. It's one of those details that you'd expect from a designer like Dave Marsden, who holds a Ph.D. in Aeronautical Engineering. Merl's controls and control feel are much more pedestrian; not at all unpleasant, just not as nice as the Giant's.

Merl's controls are blessedly simple, though. I adore simplicity in airplanes, especially ones I have to maintain. I switched from the Macair centre Y stick to a fiendishly light, simple, effective and cheap dual stick arrangement. The Giant's controls were a complex series of tubes, rod ends and welded plates that wound their way through the cockpit area.

The Giant's trim system was better with a simple overhead lever as opposed to Merl's tractor PTO control beneath the left seat. I do like the fact that Merl has its 19 gallons of fuel in wing tanks. The Giant only had about 16 gallons, kept in two different fuselage tanks, one of them right behind the cockpit.

Getting in and out of the Giant was a bit easier than getting into Merl, but Merl's doors can open in flight since they hinge upward. This certainly makes starting the plane a lot simpler and safer when compared to the Giant. Merl has much easier access to the cockpit controls when I'm throwing the prop around.

One area where Merl shines over the Giant is in cargo space. With a large cargo deck behind the seats, which could be made even larger, I have no problems packing for a week of Air Adventuring. Packing extra gear was a lot more difficult in the Giant.

Something my wingmen really like is Merl's colour. I continually hear from them how much easier it is to spot Merl in our formations. You'll get that reaction when you switch from camo green to cherry red.

The Giant had a large cockpit and very nice, but complex, controls. By Al Botting





The author's wingmen, enjoy Merl's colour scheme more than the Giant's. By Andy Gustafson

How do they compare in performance? Merl uses the engine that I salvaged from the Giant, a Continental A-75-8. I'm lucky enough to get to hand-prop it each time I want to commit flight.

Merl's climb rate isn't quite as good as the Giant's was. It may be because Merl has a smaller wing than the Giant did, by about ten square feet. But I'm also taking off, on average, more heavily loaded with fuel than I did with the Giant. I often wonder if the Sensenich prop on Merl is as efficient as the Giant's McCauley. However, when Merl's light it jumps into the air.

It's really enjoyable to go exploring short strips with the confidence that I can get Merl in and out of them. I didn't have many worries with the Giant, either, except when it came to rougher surfaces. The Giant had smaller tubing on the gear and smaller tires. Its gear wasn't quite as rugged. These days I happily land in summer-fallowed fields with Merl, but I'd have been reluctant to try it with the Giant.

The Giant's ground handling was quite a bit better than Merl's, but that's largely due to some incorrect geometry in Merl's tail wheel assembly. That's on the fix-it list for this spring.

Merl really is a go anywhere, STOL airplane. By Stu Simpson



In the air, Merl and the Giant differ measurably. Merl has a faster roll rate, but is less stable in roll. It's also more difficult to keep coordinated in a turn because of the Junkers ailerons. Merl's a bit more sensitive in pitch, and is tougher to land well, compared to the Giant. Merl's more sensitive than the Giant was. I don't mind that one bit. I got into this game to fly, not to just sit and watch the airplane have all the fun.

Merl flies faster than the Giant did. I cruise quite easily around 80 mph, but that's only a 5 mph edge over the Giant. I don't need to go any faster. Merl's a good cross country airplane. It fits right in with Champs, Chiefs, Cubs and T-Crafts. I'd happily take it just about anywhere.

By way of overall comparison to the Giant, Merl is a harder airplane to fly well. But it's also that much more rewarding when I get it right. It's more capable than the Giant was, and safer, due to its all steel construction and wing-mounted fuel tanks. With the tundra tires, it also provides more landing options.

The last year with Merl has really given me a strong sense of history, too, because it's such a throwback to a simpler era. The Continental, designed in the 1930's and built in the 40's, is right at home dragging Merl around the sky. And it reinforces that connection to the past.

I was surprised to look at my log book and realize I've clocked about 115 hours in the last twelve months, more than I've ever flown in a year. With Merl, I've been all over Alberta and deep into the mountains of B.C. Hopefully, this year I'll make it to northern Saskatchewan. Lucky me, eh?

I'm ever so pleased knowing that there's still a place in the sky, and on grass strips everywhere, for airplanes like mine. If Merl and I have anything to say about it, there always will be.

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Flying Events

May 11, Calgary, AB – Air Reunion at the Port 'O' Call Inn, from 10 a.m. to 12 a.m. (midnight). Those that are, or were involved in any aspect of aviation are welcome to attend. Airlines, ATS (ATC, FSS, etc.), General aviation and Military. Admission - \$20 / person. For more information contact Jim Hall at (250)-675-4002, email jimhall@jetstream.net or visit <http://www.jetstream.net/users/jimhall/airreunion.html>.

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 18, Calgary, AB – 80th anniversary celebration dinner being held at Al Azhar Shrine Centre: 5225-101 Street N.W. Dance to live 'Big Band' and graduation. Cocktails at 6 p.m. local, dinner, 7 p.m. Guest speaker: Mike Melvill, pilot of SpaceShipOne. Live Big Band Sounds of Riverside Jazz and G'razz. Band fund raising, silent auction, door prizes & awards. Early bird tickets \$65.00 each; April 16th onward, \$75.00 each. For more information contact Spencer at 403-288-8831.

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.

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June 1-2, Cardston, AB – Cardston Fly-in. BBQ Friday evening from 6:30-8:00PM with a movie to follow in the hanger. Camping available on the field with limited power. Pancake breakfast Saturday morning from 8:00-10:00 AM. \$5.00 per person per meal.

June 2-3, Revelstoke, BC – the Revelstoke Flying Club/COPA Flight 128 and Vintage car Club hosts on Saturday the 2, a BBQ social at the Clubhouse. Camp under your plane, pitch a tent or phone us to reserve a room at one of Revelstoke's great B&B or downtown hotel/motel. Tour our famous Dam, golf or visit our historic Railway Museum among many other things to see and do. (Transportation available with our club car!). On Sunday the 3rd, our 18th annual airport appreciation day. Fly-in pancake breakfast from 8 a.m. to 11 a.m. at the hangar. Static displays from 10 a.m. to 3:30 includes large vintage car & aircraft display, Military displays, airplane and helicopter rides covered concession all day, kids colouring contest and fun for everyone. For more information call 250-837-6130, fax 250-837-6133 or email skyhawk2@telus.net.

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 10, Innisfail, AB – Annual breakfast fly-in from 7 a.m. to 11 a.m. at the Innisfail Airport (EM4). For more information contact Herluf Neilsen at 403-728-3457.

June 17, High River, AB – Airport Awareness Day, Annual Fathers Day and Young Eagles Event taking place at CEN4. For more information contact Allan Logan at 403-288-7164 or visit www.eeahighriver.org.

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 17, Lloydminster, AB – Annual Father's Day fly-in breakfast from 8 a.m. to 12 p.m. Homebuilts on display. For more information contact Steve at 780-870-0934 or email sable5@telusplanet.net.

June 17, St-Albert, AB – Mike's Father's Day fly-in from 8 a.m. to 11 a.m. Farm strip orientation North/South, 2,600ft x 60ft wide on beautiful grass. GPS: N53 50 036 W113 33 704. Elevation 2350 ASL. Camping available. Come the day before and enjoy Mike and Rose's hospitality. For more information contact Mike Poworoznik at 708-939-4299 or email mikeroose@cruzinternet.com

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, 2007 – Mueller Farm 100 year anniversary 100th year celebration. A BBQ will start at the farm around 2:00 PM. The airstrip is in good shape so drop in for some beef-on-a-bun. Contact Don for directions (403)823-3177

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 7, Nanton, AB – Nanton Lancaster Air Museum and AJ Flying Ranch are co-hosting the eighth annual fly-in. Breakfast and lunch available for a nominal fee. For more information call 403-646-2270, fax 403-646-2214 or email nloffice@lancastermuseum.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 Chestemere-Kirkby Field Fly-in breakfast. 0830-1200 hrs www.skywalker.ca Contact Bob Kirkby 569-9541

July 14, Medicine Hat, AB – Fly-in lunch from 11 a.m. to 2 p.m. at the Medicine Hat Airport -RAA Hangar. On the lunch menu: beef on a bun! Walk, drive or fly in. Everyone welcome. For more information contact Boyne at 403-527-9571, email handblewis@thehat.ca or Bob at 403-526-5248.

July 15, Vulcan, AB – Fly-in breakfast from 8 a.m. to 11 a.m. at the Vulcan Airport. For more information contact Cody Whiteside at 403-485-2083 or Jack Deans at 403-485-6484.

July 21, Chestemere, AB, CULA Reunion and Pot-Luck at Glen Clarke’s place. Please bring your own meat (ie. steak, chicken, etc), beverages and a side. Festivities start at 2:00 PM and continue until everyone leaves. If you wish to fly in, please land at Chestemere Kirkby as the Clarke strip will be closed for the event. For more information, contact Glen Clarke at (403)279-1036.

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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 4, Airdrie, AB – Airdrie Flying Club will be hosting an aviation Show & Shine, encouraging aircraft owners and pilots to share their airplanes, swap stories and enjoy a barbeque lunch. A poker run will be held in conjunction with the event. Visit <http://www.airdrieflyingclub.ca/showandshine.htm> for more info.

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.



The Carstairs crew get their cards at Okotoks during the 2005 CUFC Poker Run! Photo by Ken Beanlands



For Sale

W-10 Tailwind Project Fuselage and wings covered. Fuselage on its gear. US built airframe may require additional inspection covers for MD-RA inspection. No firewall forward except engine mount and landing gear. All instruments are included except turn & bank, tachometer and altimeter. Wings, fuselage and tail covered and most of the interior is complete. This is a 2-place, side-by-side, 200 mph airplane. \$6000 OBO Contact Ken Beanlands (403)295-2079 or kbeanlan@telus.net (04/07)

Team Minimax Single place taildragger, C-IFCZ completely enclosed and streamlined Rotax 503, 3 blade IVO prop. Two 5 gallon wing tanks, 100 hours total time, external radio antenna, located in Vulcan Industrial Airport, always hangered, Asking \$9000. Contact Graham at (403) 601- 6853 or gramillington@yahoo.ca (04/07)

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 hangered. 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 hangered. 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, 180 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. Annual inspection completed in November. Asking \$32,000 OBO. Contact Ken Beanlands (403)295-2079 or kbeanlan@telus.net (10/06)

Beaver RX 550, 422 hr TTA F, 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)

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 (05/06)

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)

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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