



Skywriter...



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

December 2007



A nice shot of Garrett flying Wayne's Merlin, Oct 14/07. Photo by Warren Arnholtz.

JANUARY MEETING NOTICE

January's meeting will be held at 7 PM on January 10th at:
SAIT's Art Smith Aero Center - 1916 McCall Landing NE

Simply turn north off of McKnight Blvd. at the Aerospace Museum and look for the SAIT sign on the west side of the road. It should be your forth left after McKnight.

See you there!

From The Cockpit

By Garrett Komm

Who was I Foolin'

I always marvel at all the talent we have available as we meet on a regular basis. We have engineers, mechanics, machinist, fabricators, and dreamers. All these people represent an arsenal of good will and skill. I am the first to admit that I am not a welder by any stretch of the imagination. I have a fascination with sparks and melting steel but that's really the extent of my skill.

Enter Darrel (not his real name to protect the innocent). He saw the struggles that I was having keeping my welds uniform. So, in one fell swoop he came in to save what was left of my dignity. After working with my welder he shows me that I have the wrong size conductor, a worn out and improper sized drive gear, the wrong wire and a worn out guide wheel to boot. Even with all these things working against us, he lays down a perfect weld that would make Ted's jaw drop. After numerous explanations and frank critiques, he shows me just what I am capable of. The very next day I am off to purchase all the parts that will turn me into a welding God... Some things money can't buy.

The point being that we all believe that we are all knowing and tend not to say that we may need a hand here and there. The truth is that there will always be room for growth. We are destined for advancement. We have not come this far in our society by only doing only what we are comfortable with.

I am very proud to be leading a bunch of men who are able to say that flying is their obsession. It is with great pride that I freely admit that we like working on our own planes. I'm proud that we do not let the fear of our own skills prevent us from pursuing a hobby that less than 1% of the population is willing to entertain.

TC had an article that showed that those pilots that belonged to a club were less likely to have accidents. Now maybe that makes each of us think that it will be too much to bear, the ribbing of the club membership as we share our misadventures. Each of us has in the back of our minds 'How am I going to explain this?' But that is a good voice to be hearing. Whatever it takes to help all of us make good decisions, we need to continue, to admit, and to accept. Thanks to one and all for inspiring me to be a better aviator. Now I can't wait to start welding the next plane. Best wishes for the Holiday Season.

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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 Armory, 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, it was bound to happen sooner or later. Fortunately, it was later. Yup, Ol' Man Winter finally reared his ugly head! With Temperatures in the -20°C to -30°C range, most of us have been waiting out the deep freeze for some warmer temperatures. However, there were some impressive group flights this month including a gaggle of 21 aircraft descending on Linden last weekend!

The Linden airstrip has been in the subject line of many e-mails this month. For those of you that are not familiar with Linden, this small town about 50 miles northeast of Calgary has been maintaining a grass strip for a number of years now. The strip is located just meters from three local restaurants and the Calgary flying community have taken advantage of this fact for numerous breakfast runs over the years. The grass strip itself is orientated 34/16 and is about 3000' with a small ramp at the south end. The runway terminates at the main road and has a formidable set of powerlines on the opposite side of the road. Although they are marked, it still requires the attention of the pilot while landing 34. One interesting fact is that the airport is not listed in the CFS so all this activity has spread through word of mouth.

Last year, members of the CUFC and the Calgary Flying Club (CFC) arranged a Young Eagles day in Linden and were able to fly a large number of local kids despite less than perfect weather conditions. This effort was extremely well received and good hospitality we had always received in town became even greater.

Bob Kirkby had the opportunity to talk with one of the Linden town representatives on a recent breakfast run which prompted him to send the following e-mail:

While having pie in Linden on Saturday Dennis Penner, a local business man, approached me to discuss the power line. Bill Beaton had previously discussed with him the possibility of burying the power line at the south end of the airstrip. The YE day that Bill organized for them last year made a big impression.

Since Bill spoke with him a small group of local business people, including the Country Cousins Restaurant owner, have done some research and received a quote from ATCO on burying the line. They are now ready to bring it to council for approval. He asked if he could get a few letters or emails of support from the pilots who frequent the airstrip.

He explained that they want to move the airstrip (make a new one) a few hundred feet east in order not to be in line with

some development that might take place on the south side of the road opposite current runway location. Then they would bury the power line at that point (on the east side of the trees). They said they would leave a taxiway to the existing ramp.

After all of this is completed they want to register the airstrip.

I offered to round up some support for him. For your reference I have attached a letter I email to him yesterday, which he says is exactly what he wants. He would like more from the other pilots with their personal views on the advantages of burying the power line and making a new airstrip.

Dennis also mentioned they might run an action in the spring to help raise money for this project. I told him to make sure to let us know about it and we will be there to spend some money.

Let's let the people of Linden know how much we appreciate their airstrip and how much we love to visit their town and buy their food.

Send an email to Dennis giving him support on this project in your own words. The council meeting is on November 26th, so make sure you do it before then.

Dennis runs the Lin-View real estate agency in Linden. His email address is: linview@linview.ca

As a result, a number of CUFC and CFC pilots have stepped up to the plate with \$100 pledges to help support the effort of upgrading the field. It's extremely encouraging to see such a positive response to the flying community from the general public, especially when none of the local taxpayers own or operate aircraft out of the strip! Feel free to pledge what you can to the effort if you feel there is value in the airstrip.

We'll be sure to keep you informed of the situation in Linden as details become available.

As most of you are aware, I'm attending the AME course at SAIT's Art Smith Aero Center on the east side of Calgary International airport. This facility is one of the best such facilities in Canada and is very well equipped. The engine shops are loaded with piston and turbine engines of all types. The helicopter shop includes several piston and turbine helicopters. The fixed wing fleet includes homebuilts, floatplanes, light and medium twins and a Boeing 737.

This week I approached the school administration about getting a tour of this state-of-the-art facility. We have arranged for the January 10th meeting to be held there to be followed by a full tour of the building and its many shops. More details are included on the cover page.

I wish a Merry Christmas to you and your families. →

The Journey Home

Part 2

by Mike Sweere

Continuing on from the last article, as you can recall I had just purchased an airplane that I had never seen, from a man that I had never met, all on a feeling that I got from speaking to him over the phone. It's no wonder that I don't sleep very well. But, what's done is done and I really needed to get all my preparations made so that I could go down and pick it up.

I didn't purchase a US based aircraft totally blind though. When I started looking into buying out of the US I did do some research. I contacted Bob Kirkby, knowing that he had just been through the importation process I asked him for some advice on what I could do to make the process go more smoothly. Bob was great help. Even with his busy schedule he took the time to send me a very detailed e-mail outlining the requirements from Transport Canada, as well as what to look for in the logs and the airplane to make sure it would pass inspection with out too much trouble. Thanks very much for your input Bob. In Bob's e-mail he gave me the contact information for a Ministers Designee. This is a Transport Canada approved person who is able to grant a C of A for your aircraft on behalf of Transport... A very powerful position. I contacted him and received another wealth of knowledge on exactly what transport would be looking for and what to watch out for. As well as all this information I contacted my flight instructor Gary Radjo. Gary has a US license so initially I inquired about having him ferry an aircraft home for me. He had told me he did it quite often and it wouldn't be too much of a problem. He also gave me the contact information of an AME that he endorses and also does quite a few importations. I contacted him and he gave me even more information. To legally import an aircraft into Canada you will need to have an AME to do the inspection. This AME will need to be affiliated with an AMO, and the AMO must have access to a Ministers Designee. Lucky for me, Ian is all three... One stop shopping. I was a little concerned about a bit of a monopoly but Gary assured me there was nothing to worry about with Ian. He's been in the business a long time and has a good reputation. So now, with all this information I still went and bought an airplane with out looking at it in person.

I made the deal for the airplane on June 22 and right away I called Gary to see how his schedule was and if he could do a ferry flight. He wasn't too excited about traveling that far to pick up an airplane that no one had looked at. Did I mention my trouble sleeping? Gary had suggested that we go together to pick it up. It was going to be about 20 hours of flight time and he

wanted some company for the trip. Plus, he wasn't very comfortable with the whole situation and didn't want to get stuck out there alone. I agreed but there was the issue of me and no passport. Luckily I had applied about 3 months prior but I still hadn't seen it. I called the passport office; they said I could expect it in about two weeks. This, I thought would work out wonderfully as Gary told me that he wasn't available until the second week in July. I started making arrangements with the seller for that week stating that we would be arriving in Pittsburg on the Monday or Tuesday. This schedule all worked out good for him and everything seemed to be going great. Plans were coming together.

Gary suggested that I get hull insurance for the airplane seeing as though it was yet unproven and neither of us had seen it. Good idea so I did up an online application for the Gold wings plan and sent it away. This was just towards the end of June but I figured that I had lots of time to get this sorted out in a week. The application came back the next day with a few requirements that I needed to get information for them. Most of it revolved around flight time and experience. I added Gary to the policy for the ferry flight as he was the one properly licensed to do the flying anyway. There didn't seem to be any issues and the quote came back on the Tuesday. I accepted the quote and returned it and thought that I would receive the policy the next day via e-mail. In the meantime I was checking with flights, still not booking because I hadn't yet gotten my passport. Time was getting very short as we were suppose to leave in five days and really, I didn't have anything that I needed yet. Did I mention the no sleep thing? Thursday came and still no passport, I called their office and I did get confirmation that it did ship the previous day and I now had a tracking number that I could follow it along. Great! That night when I got home I tried to book the flight that I wanted and of course with my luck the flight was booked. And of course all the flights were at their full fair instead of the discounted rate that I was watching earlier in the week. I wanted to get a direct flight to Pittsburg but they were all gone. The only thing available was for Tuesday and we would need to connect in Toronto. I booked those and let all parties involved know about the confirmed flight itinerary. So here it is Thursday night, were leaving Tuesday morning at 7 am. And so far I don't have a passport or insurance. Sleep is becoming a distant memory by now.

Friday morning I took some time off work to spend a few hours on the phone trying to sort out a few things. I called Marsh first thing to find out that they wouldn't issue insurance with out the registration marks. My thoughts were to fly it home on the US marks since Gary has the US license, and deal with the registration when I got home. Wrong! Marsh needed the Canadian registration or they wouldn't issue insurance. Now I'm

entering into full panic mode. I quickly called transport hoping that someone would sympathize with me and help me out. I got lucky and that's just what happened. I explained my situation and the time limit that I was in and they helped me out over the phone. I just needed to reserve a mark and I could use that to secure insurance. In a few minutes this problem was solved. My new hot rod will be C-FOTM. It was the first available on the list and it seems to roll off my tongue alright. Previously I had been on the Transport Canada website trying to choose a mark but it's so hard. Trying to decide on what sounds good with what looks good is tough. This way I just picked the first available and it was done.

Right away I called Marsh back and relayed all the information that I had just received. The girls there were more that helpful now that I had everything that they needed. They finished the policy while they had me on the phone and said they would e-mail the policy the same day. Things were looking up. Now the only thing left was the passport. I had been checking the tracking number, and for the last 2 days the package had been stuck in Winnipeg. I checked it again after I was finished with Marsh and it still was in Winnipeg. It's like it almost fell off of the truck. My mind started to race again. I thought, I've come so close now, had everything scheduled, flights booked, insurance, travel money, the seller ready to pick us up and now I'm depending on Canada Post. I phoned home and asked Marilyn to run into town for me to check the mail just in case. A call back half an hour later and the passport had arrived. Everything was now in order; I could maybe go home and get a good night sleep. Wrong, I still was thinking of all the "what if's". What if the seller didn't show, what if there was no airplane, what if I'd been taken, what if, what if, what if.

The weekend passed and I took Monday off to double check all the arrangements. I called the seller and he re-assured me that he wasn't going to screw me over and his son would be there to pick us up as he had a conference to attend. I spoke with Gary and we planned to meet at the airport. I put together a bit of a safety kit for the airplane a got all my insurance and fight kit together. It seemed like a long time coming from when Marilyn and I started taking about getting a larger airplane, to putting the Chief up for sale and then to this. Now it was finally here.

The morning started early as we had a 7 am flight to Toronto. I was amazed at how well I slept. I sure hadn't done that in a while. I meet Gary at the gate and he went through a check list with me to be sure that we had everything before we checked in. We both got through inspection with no issues and before long we were boarded and taking off and heading east. The seller had sent all the aircraft logs to me and we spent the time going through the logs and comparing things

back and forth. The logs are complete right back to 1950 and started with the original test flight. I love to go through stuff like that and think about the history inside.

We arrived at Pearson's in some rapidly deteriorating weather. It was very hot and humid and the thunder storms were starting to build. We had about 3 hours to wait for our connecting flight to Pittsburg and we didn't want to get caught at customs so we decided to go straight through and get a bite to eat on the other side. Well after another bout of taking our shoes, and belts off Gary got through but I was detained for a few minutes to answer questions about being on a farm and why I was traveling to the US. They wanted to know if I had any dirt on my shoes but most of the questions revolved around the airplane. There wasn't any issue with it, just a fellow pilot interested in talking about airplanes. I meet Gary and we boarded the shuttle bus to take us to another terminal were we would meet our connector. I thought that there would be a place to grab a bit to eat there, not quite. It was just a plain terminal with just a little coffee bar and a few sandwiches. I'm guessing that the rent there must be pretty outrages because 2 sandwiches, a coffee and a pop was \$26. Yikes!

We had about 1 ½ hours to wait but the weather wasn't looking good. Huge thunder storms were building along the east coast and flight after flight was being cancelled. It got to be about 10 minutes before our flight was scheduled to leave and I was getting nervous. The minutes were ticking down and we were still waiting to get an announcement on our flights status. Finally about 3 minutes before departure they called for boarding so I called the seller quickly to give him an update. He told me that his son would pick us up at the gate and drive us out to the airplane. He would meet us there shortly after. The flight to Pittsburg was uneventful and after we landed and were in the terminal I turned my cell phone back on. Not more that a minute passed and the phone rang. His son was outside waiting and within a few minutes we were loaded up and off. The small strip was about 1 hour from the Pittsburg international and my excitement grew the closer we got. I still hadn't seen this airplane but the way things were going I was starting to feel better about the whole transaction.

The 170 was inside a hangar and as we opened the doors I could feel a big grin building on my face. Other than a bit of dust, the airplane was just as he said it was. Gary and I started going over the plane when the sellers' son had to leave. I thanked him for his efforts and away he went. Gary continued to look over the plane and had the cowls open. First impressions were that I had gotten myself a pretty decent airplane. The further we got into it the better it got. All the instruments are either new or rebuilt and refaced. The interior is completely re-done including

paint, carpet, leather seats, headliner and door panels. Even all the glass has been replaced. The engine was changed about 15 years prior and is the O-300A. It has a Jasco alternator, good mufflers and about 1200 hours on it. Exterior is also freshly repainted and looks good. There wasn't anything that we found out of the ordinary. The 170 was just how he said it was. What a relief.

The only thing that I did notice was that there seemed to be some mud around the pito tube. I asked Gary about it and he new what is was right away. A Mud Dauber had built a nest inside the pito tube. I borrowed some tools from nearby and we removed the inspection panel and the end of the pito. We simply had to blow it out and re-install it and the problem was solved.

The seller arrived shortly after we had it back together and after introductions were done we discussed the airplane and the restoration that was done. This 170 was damaged quite substantially during a hurricane in Florida and a very thorough restoration has been completed. The logs were very complete showing all the work that had been done to bring the aircraft back to life. By this time it was starting to get dark and it had been a long day already. We stopped by a restaurant on the way back to his house for supper, had a good meal and were both ready for some rest. We completed all the necessary paperwork that evening and finally got to sleep about 1 am. Quite a long day.

It was an early start the next day. The seller needed to get back to his conference so we were up by 6 am and at the airport by 7. We rolled the plane out for the first time and started to load our gear into it and set up the mount for the GPS. We said our goodbyes and I thanked the seller for his hospitality and his honesty. We topped off the tanks and headed out.

Gary did the flight planning for the trip. All I needed to do was punch in the destination on the GPS, check distance and flight time and fly. That morning the forecast wasn't great, low cloud with thunder storms building but clear to the west. We knew that we only had about an hours worth of bad weather before it would clear and then sunshine for the rest of the journey.

I flew the left seat for whole trip. Gary is comfortable on either side so this was better for me. We treated the flight as a check out. As I rolled on the power on that first take off I could feel myself grinning from ear to ear. There were a lot anxious moments to get to this point and now it seemed like a big weight had been lifted off my shoulders. The plane accelerated down the runway and took to the air. It felt rather foreign as compared to the Chief but it felt good. We took off heading south and turned west into the soup.

Gary took the controls as fumbled with the GPS. It seems that I didn't do something right and the whole screen was blinking. I felt better with Gary flying the first leg anyway. Pennsylvania has some really nice country side with rolling hills thick with trees. We even saw a few Amish with their horse and carts traveling down the roads. The soup was thicker in some areas more than others and we tried to fly around the darkest looking cells. About an hour into the flight it was like a curtain opened and we flew out into the sunshine... Much nicer. Our first leg took us to Huntington, Indiana. We stopped and were able to get a good feel on what our fuel burn was going to be as well as to see what the oil consumption was. Oil consumption was as expected and fuel burn about 8 gph. Just what the POH suggests. From Huntington we headed to Ottumwa, Iowa where we were able to borrow a car and head into town to get a bit to eat. So far we had traveled about 6.0 hours and we battled a 25 mph headwind the entire time. After lunch we loaded back in and headed for Huron, SD. This would turn out to be the longest leg of our trip. 3.9 hours of flight time. This is where I found that dinosaur that Stu is always talking about.

It was a long day and we saw some very impressive country. We started out in the morning in low cloud and rain at points and flew into sunshine. We flew close enough to Chicago that we could see the Sears tower sticking up through the smog. . We flew across 3 states where the only thing growing on the ground was corn. We met some extremely helpful people at all the FBO's we stopped at. All were more than willing to fuel the plane and wash the windows. As well as offering us a car to get to town with. Great, great people. The first day had been a success, 9.9 hours flight time and almost half way home.

The first 2 days of our trip had been quite tiring. We took the opportunity to sleep in a bit and catch up some sleep. When we did get back to the airport the plane was fueled and the windows washed. What great service! From Huron we headed for Miles City, MT. What a huge change in scenery in just a few hours. It went from lush fields of corn to dry pasture that would only support a few cows. Still we were fighting that 25 mph headwind. I was beginning to wonder which reading was correct. The GPS or the ASI. At Miles City we went to town for lunch. The courtesy car was gone but we were able to borrow the operators' personal car. After lunch we headed for Great Falls which would be our stop for the night. More super people here as they met us on the ramp and were tying the plane down even before we got out. We chatted with the fueler for a bit and explained that we would need a hotel for the night. He radioed in and even before we were inside, rooms were booked and a shuttle bus was on the way. The hotel was nice and Gary and I enjoyed supper over a couple beverages and some great story telling.

Friday was going to be an easy day. We only had about a 2 hour flight from Great Falls to Springbank so we took it easy in the morning. We had planned to be in Springbank for 1pm to meet the customs officers so we had lots of time to plan our flight. As before, Gary handled the flight planning and called to arrange everything. He filed a flight plan with US flight services and contacted Canadian customs to confirm our arrival time. The only thing to do now was wait. When we did climb into the airplane everything was in order. We had about 15 minutes to burn before engine start to double check everything. This is when it started to get weird. As we were still on the apron a Cessna 185 was taxiing towards us when he stopped in the middle of the taxi way and shut down. Both Gary and I thought this was a bit strange. The pilot got out, looked at the tail and walked away. At the same time a Fed-ex Boeing 737 landed and was taxiing up the same taxi way. Now he had no where to go so it started zigzagging around on the apron to get around all the other parked aircraft to get where he needed to go. Gary looked at me, said let's get out of here before something else happens. I was in total agreement. We started and got taxi clearance, and were heading towards the end of the runway when an F-16 blasted down the runway and peeled off in full after burner. Cool!!!! Great Falls has an Air National Guard station and they were doing maneuvers. I got the 170 down to the run-up area and completed our checks. Then we got to sit and watch four F-16's come in and land. They were coming in as groups of two. One would land and the other would peel off and join the circuit again. The third one to come in for landing must have been a little hot because he locked up the mains and subsequently blew out the right tire before sliding to a stop in a cloud of smoke. Great I thought. It was only a few seconds before the fire trucks were rolling and before long five trucks had surrounded the F-16. I looked over and asked Gary what he suggests we should do. Before he could answer the ground controller came on, told us to taxi back down the taxi way to the intersection and leave from there. I quickly confirmed his instructions. The way things were going, I wanted to get the heck out of there.

We took off and headed for home with still lots of time to meet customs at the planned time. Gary contacted US flight services to open our flight plan to get a trans-border transponder code. It appeared everything was in order. Wrong. About 20 miles north of the border we contacted flight services in Edmonton to confirm our flight plan. We found out that there was no flight plan. Now I'm not sure if that made us legal or not but Gary had me turn around and head for the border. He was able to contact flight services who assured us that they would get it sorted out. Problem solved. Wrong. The next time we contacted Edmonton to confirm our flight plan there was still no record. We asked the flight specialist what he suggested. He said

he would contact US flight services to get it straightened out and to stand by. Within a few minutes he again contacted us, told us that our flight plan was confirmed and wished us a good flight. Great, Gary and I laughed about all that had happened to this point. It was like someone was out to get us. We continued on course and began to recognize some familiar territory. We had no trouble joining the circuit at Springbank but I'm sure the controllers wondered why this US registered aircraft was so familiar with the procedures. We landed with no issues, switched to ground frequency where we got some nice comments on the plane from the controller.

As we taxied up to the Esso I could see the customs officers there waiting for us. We were five minutes early. Pretty good timing considering all that had happened so far. Before shutting down I contacted flight services to close our flight plan only to find out that there was no flight plan. Here we go again. I explained to the flight specialist all that had happened till then, said we were down safe and they could take it from there.

The customs officers were pleased that we were on time. She said that they had to wait 2.5 hours the day before. Us being on time must have helped because she never even looked inside the airplane. She didn't get closer than the wingtip. They just wanted to see the paperwork so they could figure out the GST.

As I was completing the paperwork Gary headed over to Ian Baker's hangar. Ian would be doing all the importation inspections and paperwork. When I was done I took the plane over and parked it outside. Together with Gary I went through the airplane with Ian and pointed out any of the issues that I thought there was. After 30 minutes or so we were done. Marilyn came to pick us up and we took Gary home.

Looking back it all seemed to go so fast. There were a few bumps in the road along the way but I got through them and now my new airplane was home, almost.

In part 3 I'll let you know what happened with the import inspection and all that was involved in getting the 170 home to Carstairs.→



For Sale

1991 Macair Merlin,STOL, 705 TT , 35 SMOH on Rotax 582 DCDI, Wing Tanks, Center stick, Upgraded wing struts with speed fairings, recovered and painted in 2002,Wheel pants, ski's, Cargo pod, Portable Intercom, ICOM A5 radio, external antenna, \$23000.00. Contact Pat Cunningham 403-276-2617e-mail patcunningham@shaw.ca (09/07)

1991 Macair Merlin Taperwing – 760 TTAF, 250 SMOH on Continental A-75, Marvel carb, Slick mags. 19 gals fuel, wide roomy cockpit, reinforced landing gear, dual sticks, dual brakes, good paint & fabric, good STOL, cargo deck, battery, VHF antenna, 80 mph cruise, 4.5 hours range (with reserves). \$25,000. Call Stu Simpson 255-6998 or bushmaster@shaw.ca for pictures or video. (08/07)

1998 Lil buzzard - Rotax 582, 181 hours, 3- blade ground adjustable Ivo prop, tundra tires, hydraulic brakes, skis available. Contact Russ: umm48611@telus.net (07/07)

GSC Tech Prop - Wood - 64 X 36 RH Pusher - 2 Hrs run Can be seen at 167 Cove Place, Chestermere, AB Day - 403 769 7019 Eve 403 226 7224 – Jerry Bruce Freestone Gull Lake SK 306 672 4124 \$275.00 firm. (05/07)

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)

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)

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)

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)

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Volvo aluminum block V6 DOHC, supposedly rebuilt. Offers or \$250 delivered. Doug Fortune pentam@shaw.ca 284-3945 (11/05)

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