



Skywriter



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

January 2008



Glen Clark and his J-3 Cub head home after lunch at Linden. Photo by Stu Simpson.

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

And We're Off

Another year has slipped by and we are ready for new adventures and sights to see.

Thank you to everyone who participated in our survey at the December meeting. I am very grateful for all the information we were able to gather from the few questions we asked. I want to mention a few of the highlights that we discovered.

Clark Seaborn received the most votes for memorable speaker. Building and restoration projects as well as air traffic controllers were the vote getters for future speakers, in that order. It turns out we like the pictures and stories in the Skywriter.

The Saturday open house/shop idea was very well received as well as the Rookie flyer update. We will find a recruit to tell us the stories that go with learning to fly. The most wanted seminar subjects were fabric covering followed closely by sheet aluminum construction and fiberglass work. Speaking of which, Daryl will be showing just a bit of the fiberglass work that he does on a regular basis at the February

meeting.

Just a reminder that the next meeting will be at the SAIT hangar a couple of blocks north of the Aerospace Museum. We will get a tour of the facility and see some of their airplanes up close. (ed. The aircraft range from a homebuilt biplane to a Westjet Boeing 737 and include a very well preserved Harvard!)

The raffle will be a bit different this year. A helicopter flight along with other prizes will be announced shortly.

While purchasing your raffle tickets, please remember renew your membership as well. Carl will have his hands full so bring exact change if paying with cash, or your cheques are always welcome.

Elections are also on the roster for the February meeting. Please have your submissions to Dave Procyshen for the January meeting. See you at the hangar.
→

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.

President: Garrett Komm
403-257-3127
kommail@telusplanet.com

Vice-President: Ted Beck
403-936-5369
tbeck@outlandcvr.com

Secretary: Ed D'Antoni
403-247-6621
dantoni@telusplanet.net

Treasurer: Carl Forman
403- 283-3855
forman.c@shaw.ca

Director: Robin Orsulak
403-651-9064
vquest1@yahoo.com

Past President:
Dave Procyshen
403-257-8064
dprocyshen@shaw.ca

Web site:
www.cufc.ca

Skywriter

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

Editor: Ken Beanlands
403-295-2079
kbeanlan@telus.net



**Dealers for
Easy Flyer
T.E.A.M. mini-MAX**
Build and fly this popular kit for only \$6500.00

Merlin

- Flight Training
- Ground School
- Intro Flights \$25.00
- Gift Certificates
- Rentals (Block time)

Located at
Indus-Winter
Aire-Park



BoatCraft
6316 - 106 Street Edmonton, AB T6H 2V3
Phone (780) 437 4919 Fax (780) 433 4373
e-mail: sales@boatcraft.com.

West System Epoxy products, Fillers and Additives
Carbon Fiber, Kevlar, Fiberglass Cloths and Tapes

Light Weight Okoume Mahogany Plywood
(Thicknesses: 1.5, 3, 4, 5, 6, 9, 12, 18 mm)

Paints, Stainless Steel Fasteners

Alberta's Sailing Supply Centre
Stitch & Glue Sea Kayak and Canoe kits
Waters Dancing Boat kits - www.watersdancing.com

CAVU Dreams

by Ken Beanlands

Happy New Years everyone!

My first term at SAIT was quite successful AND I was fortunate enough to have three weeks off over the Christmas break. This gave me time to finish off some needed maintenance on the Christavia including the replacement of the front crankshaft seal on the engine which had been causing a rather annoying mist of oil over everything. The new seal fixed this nicely. I also added a small "skull-cap" style spinner.

There were a couple of impromptu club events over the last month. December 8th saw a number of local members fly into Red Deer for a festive brunch at Tipitinas. The girls that operate the restaurant opened up especially for the event. Unfortunately, I was unable to make it.

However, I was able to make the pot luck lunch on the 22nd. A few of us decided to fly out somewhere for lunch. Since most places were closed for the holidays, we decided that a pot luck Bar-B-Que would be the best bet. After tossing out a few destinations, we decided to go to High River. We had eight aircraft show up. It should have been nine, but Stu had some mag issues that forced him to take ground transportation to High River.

On the way home, I decided to skirt around the east edge of YYC's class C airspace following Barry Wood in his Musketeer. As we passed Airdrie, I flipped over to terminal to listen for traffic in time to hear the controller inform one of the Calgary based 172's that he had passed close to a north-bound aircraft east of Airdrie. I never saw him at all despite looking for traffic.

This prompted me to dig out a little device I purchased at Oshkosh in 2006. It's a Monroy ATD-300 traffic monitor. Despite having it over a year, I had been waiting for some down-time on the plane to do a nice clean installation, despite the fact it's quite easy to install using Velcro on the glare-shield and is equipped with it's own antenna.

It took all of 30 minutes to make a passable installation and involved applying a power cord to an available outlet and wiring into the headphone jack.

The Monroy unit uses both the transponder signal from the host aircraft as well as those from other aircraft in the area to warn the pilot of potential collisions. It has a simple display showing the horizontal and vertical range of other nearby aircraft.

In addition to the display on the front of the unit, there is also an audible warning, which can be muted.

The unit displays different things depending on what's happening. There are three modes. If you have the unit muted, it will show any aircraft in a 5 nm radius with their range and pressure altitude (altitude at 29.92" hg).

The other two modes are "far" and "near". Normal operation would be in the "far" mode. In this mode, the audible warning will let you know whenever it picks up traffic within 5 nm and +/- 1000'. The near mode is used when inside a busy terminal area and will report traffic it detects within 1 nm and +/- 500'. If the traffic does not have Mode C, then only the range is displayed. When there is no traffic in the area, the unit displays the host aircraft's pressure altitude as reported by the transponder.

Of course, there are some limitations to this type of technology. It only works if both aircraft are transponder equipped and if the aircraft are being interrogated by ATC. This means that there is a significant number of aircraft that it won't see, but in and around the YYC control space there is a large percentage of aircraft that are transponder equipped buzzing in and out of the YYC. In addition, many of the production aircraft operating out of other fields (Okotoks, High River, Three Hills, Olds/Didsbury, etc.) are transponder equipped and will activate their transponders whenever they are flying. I guess what I'm trying to say is that you'll have a better picture of the traffic around you with the Monroy than without.

As for actual operation, it seems to work quite well. I've only flown a couple of times since installing it and, sure enough, it did it's job quite well. It picked up an aircraft at my altitude as I departed Olds/Didsbury. I dropped 400' to 4500' and watched as the other traffic got to within 2 miles. I finally saw it as it passed by me to the east, but without the Monroy, I would never have seen it at all.



"Far Mode", with traffic @ 5nm and 700' above.

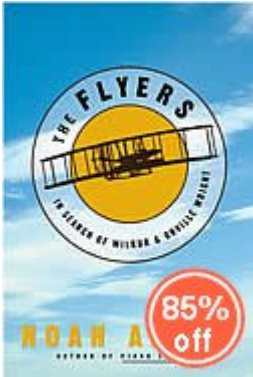
"Mute Mode", with traffic @ 5nm and 9300' MSL

Any mode with no traffic present, host press. alt. only

The unit itself sells for around \$600. For me, that's cheap insurance. There are other, more sophisticated units available, but this seems to be a good compromise. Hope to see everyone at SAIT next week. →

The Flyers

by Bob Kirkby



I don't normally write book reviews. I use to dislike writing book reports in high school. It seemed so anti-climatic to dissect a book that I had just enjoyed getting lost in. Ever since then I have avoided writing about books I read. However, I enjoyed this book so much I just had to tell you about it.

As with most of the books I read these days this came to me through Louise's used book sales for charity. She noticed it and showed it to me. The title and cover immediately intrigued me, "The FLYERS, in Search of Wilbur & Orville Wright." I have read my shared about Orville and Wilbur's amazing contribution to aviation and of course the first flight of their Wright Flyer, and I didn't want to read more of the same. But what was meant by "in Search of Wilbur & Orville"? So I launched into the first chapter to find out.

Author Noah Adams got me hooked within about 10 pages. This is indeed a book about Wilbur and Orville Wright and their incredible adventures but Noah goes ten steps further than your average biographer. Most of the book covers the 1902 to 1910 time period in which Wilbur and Orville built and flew numerous "Flyers" and traveled the globe demonstrating their magnificent machines.

What makes the book so great for me is the way Adams describes he journeys along the same paths followed by the Wright brothers in an attempt to understand them and why they did what they did. Along the way he provides deep insights into their lives and experiences.

Here is an excerpt from the dust jacket. "...a journey that takes him across the country as he follows in the footsteps of the famous brothers in an attempt to know them more deeply, not just as inventors and pilots but as individuals as well. Adams, one of our most distinctive and talented storytellers, traveled thousands of miles and interviewed scores of experts and individuals to piece together his story."

Adams traveled to the Outer Banks at Kitty Hawk and re-traced the Wrights' footsteps on December 17th, 1903, to Fort Meyers where Orville spent two years demonstrating Flyers to the US Army, to Paris where

Wilbur spent two years demonstrating Flyers and competing for prize money. He visited every place the Wrights flew their aeroplanes.

This book is really well written and provides a very interesting view of the first few years of powered aviation, and some very interesting insight into the Wright brothers and what they really accomplished.

This is an excellent read and certainly well worth the sale price of \$4.99 at Indigo-Chapters.ca. →

Flying Events

April 5th, Calgary – CUFC/COPA 114 RUST REMOVER 2008. We be holding a Homebuilder / Ultralight Rust Remover session at Cardel Homes Theatre 6010 - 12th Street SE Calgary. Session starts 9:00am – 1:00 pm. Please bring a non-perishable food donation as payment to attend. Please contact Dave Procyshen for more info.

→

CUFC Annual Banquet & Silent Auction 2008

by Dave Procyshen

Well it is that time of the year again; time to get our bidding pens ready and to have a little fun with fellow flying club members. This year the "Live Auction" we will be auctioning donated items to raise money for the COPA "Special Action Fund". Many of you COPA members will have seen the request for funds to help out our fellow COPA members that have had the miss fortune of needing legal assistance when fighting to keep the privilege to fly. The banquet will be March 1, 2008 at the Fox Hollow Club House at 999 32 Ave NE. This is the same place as last year.

Tickets will be \$30.00 each or \$60.00 a couple. We have had to raise the price of the tickets as the cost to the club has increased. Please bring any donations of flying or non-flying related items that you would like to offer up for bidding. Last year we had a lot of fun with the "Live" or should I say "Lively" bidding at the end of the night, we were able to help out the "Skate a Kid to camp" program as well. I hope I will be able to get the celebrity auctioneers to help out again this year. 70 tickets will be available this year on a first come first served basis. I look forward to another fun filled time and I hope to see you too.

→

Trip To Vancouver Island

by Bob Troy Branch

A plan for a quick trip to Vancouver Island had been in the works for a while. (Note from Jody: It was supposed to be with me to buy fabulous shoes, but... we won't get into that here. ;-D) I wanted to get away from work for a flying tour of the west coast. Trying to get weather to match with work is always a challenge! I had a three-day slot on August 21st between meetings that looked like I could get away. If the weather was good we would take advantage of it. Garret was the co-pilot as he is able to drop and go, not to mention pay half the gas!

I had done a full engine inspection and walk around a few days before the trip so the plane was ready. We packed the plane and watched the weather as the 'open' days drew closer. That Tuesday was a no go because of weather but Wednesday looked promising. We would depart early and head west.

It was quite dark at the airport when we pushed the plane out and waited for that 30 minutes before sunup to depart. With the flight plan filed, we taxied out to depart on 16. When all the run-up checks were complete, the throttle was in for departure.

Stick forward, airspeed check, airspeed check...throttle to idle, shut down, jump out, pull the pitot cover off! Oopsy! Startup, run-up, throttle in, stick forward, airspeed check (much better this time around), rotate for a departure on 34. Great start to our adventure!

We contacted Calgary Terminal and received clearance to climb to 8500. We planned this trip a bit differently; we were going to follow the VFR route as much as we could. The winds were light and the weather was clear. We glided through the valley with no sign of a ripple in the air. The low sun reflected of the peaks creating brilliant colors. Quickly under our wings were Banff, Lake Louise, then Golden and Revelstoke - the only weather we saw was the usual fog in the Columbia Valley. The first stop was to be Kamloops as there was a forecast for fog in the Vancouver area and we wanted to open up our options. As we passed through the Salmon Arm area we pulled out the CFS to confirm fuel was available. It was noted that it only opened at 9:00am local, so it was going to be a two-hour wait just to get fuel! I amended the flight plan for a diversion to Merritt. On our decent into Merritt we could see some weather ahead down the Cohanola and knew that the call to FSS would be interesting for filing the next leg to the Island.

We filled up the plane and studied the maps to get a feel for the area. The weather report for Hope was not good, so going south was not an option. FSS was great in helping us through the area with a flight plan. We filed direct to Pemberton over the rocks and then down Howe Sound, as this was all open. It is amazing how close everything seems when flying!

We were soon crossing the Frazer valley above many jagged peaks, then crossing the Valley near Pemberton, the rounded the corner and there was Whistler. Wow - what a



sight from the air! The Pacific soon was in view but the straight looked like it was closed in with fog. A call to FSS confirmed that the Island was open but we would have to stay over the north end of Texada to stay clear of cloud. We amended the flight plan for that route and we made a 60-degree turn to the west and over the last set of rocks to the Pacific.

Even these last sets of mountains had snow on top being so closed to the warm ocean. The cumulus clouds hung off the mountains and towered all around well below us. It was an amazing array of colours with the white clouds and snow, green trees, and dark rock reflecting on the crystal blue water.

A very common occurrence on the coast is fog. On the day we were there, the fog was getting pushed in from a strong SW flow into all the valleys. The cloud came in just short of Pemberton and we were just north of it as we crossed all the valleys. It was neat to see all the valleys plugged from the air with all the peaks above the cloud top on each side of the valleys.

We soon descended into Qualicum Beach through a scattered layer. The mountains on the Island were covered in cloud so we were concerned that our planned trip to Tofino might not happen. We filled the plane and parked it right beside a Turbine Beaver on amphib. The plane sure looked tiny next to it! We got to talk with some great people around the airport. There was a guy in a Pacer that just filled up before us and was heading for Edmonton. He was happy to get a very current PIREP from us and he was on his way. We got talking to a Glasair builder about RVs. After talking a while he commented that Van's best design is the RV9. I quickly pointed out that this was a RV9 with the wheel where it should be and he was pleasantly surprised. Not many RV9's with the wheel in the back so he thought it was a RV7.

The airport Restaurant only opened at 11:00am, so we killed an hour walking around the airfield. Neglected aircraft are found everywhere and Qualicum had its fair share. The air was hot and humid which reminded me of home (New Brunswick). Soon the Restaurant opened and we made our way inside. We had a great meal and watched lots of aircraft activity at the airport.



We called FSS for a weather brief to see if Tofino was open. The fog was just on the beach and things seemed to be burning off so we made our way. There was no PIREP's through the pass to get there, so we still did not know if the ceilings were high enough to get through. It was around 12:30pm local and the air was still quite smooth at altitude. We soon flew over Sproat Lake and saw the big Martin Mars water bombers moored in the lake. A few minutes later we rounded the corner in the pass to see clearing skies ahead - it was open, so flying through was easy. The scenery was the best we had seen and we could hardly sit still! Everywhere we looked at was beautiful. We called in over Kennedy Lake to Nanaimo Radio that looks after Tofino. We over-flew the airport for a quick view of the beach and touched down at the Tofino airport. We taxied to the south end of the airfield to be close to the road that went to the beach. After a bit of fence jumping and a short walk, miles of open beach surrounded us. Too bad for the freezing water as it would have been nice to go for a swim! We walked the beach and checked out the scenery. ;-) (Note from Jody: Aha! Now I know why I wasn't invited.) After such a stressful day we decide that getting back to the plane and flying somewhere for food would be a great idea. Destination - Chilliwack for pie!

On our walk back to the airplane we met up with a couple from California. They were quite ecstatic about the scenery and how much fun they were having hopping from island to island. They became known as "American 182" because of the several mistakes that they made while flying in the area. That is a whole other story to tell!

We filed out of Tofino and we were on our way across the island. The ceiling had risen a bit more that afternoon as we cruised through the passes and valleys. What incredible scenery. It was 3:30pm and Garret was impressed by himself not being too bothered by the afternoon turbulence from the mountains. I have to say, that for the type of terrain, the air was very smooth. We were soon over Sproat Lake again and started to climb to 7500 to cross the straight. The clouds stopped just after the mountain range so we had no trouble getting high. We soon contacted Victoria Terminal and they held our hand and passed us onto the Vancouver terminal. (I was sure glad we had shorts on just in case we had to go for a swim.) At 7500 ft we remained within glide of land but it still is a different feeling crossing water.

On the VFR Terminal charts there are several routes to choose from. We chose the north route and flew over Horseshoe Bay and north of Vancouver. As we approach Vancouver the haze was quite predominant and we were soon over a scattered layer getting into more and more mucky weather. The forecast in Chilliwack was 15 gusting to 20 out of the SW and we were bucking a headwind all the way up the valley. There was clearly going to be a wind shear layer at some elevation as the haze was thick below cloud base. We soon got permission to descend to stay clear of cloud as things looked to be closing in up front. We descended though the scattered layer and the turbulence started with a great tail wind! We over-flew Chilliwack and set up for the down wind.

There was a fair bit of stick action to keep the plane on track so I knew the landing would be interesting. Final was really gusty and about 60 degrees across the runway. The RVs can make anyone look good and the landing was uneventful. We were soon at corn level and the wheels touched for the completion of the fourth leg of the day. We taxied up to the pumps and it was Garret's turn to pay. After the plane was full we tied it down while we went in for supper. Life just doesn't getting any better!

We ordered up the main course and soon realized that going for a walk was required to make room for the pie. We walked around the airport to see what we could find. No matter how nice of an airport you go to, there are always many neglected aircraft. This is a real shame, but it is what it is. Once we felt there was room for the pie we headed back to the restaurant. We kept trying to decide whether or not to make a fifth leg for the day. Over pie we talked about Nelson for the night but weather did not look that great to the east. I remember the last leg until dusk over Ontario last summer, I just about got to the point were I wished I was on the ground so the decision was made to not push it. A short 4 block walk to the Motel and we crashed for the night. The plan was for an early start.

We had experienced fog in morning when we arrived in the Vancouver area, so we were really concerned about fog the next day. There was a good chance that the weather would be the same. We had an early rise and I made a quick call to FSS. It was clear where we were and FSS said that it was supposed to get foggy later in the morning but there were no signs of it yet. I made a quick call to Jody to find out when sunrise was in Chilliwack and we soon found out that it was less than an hour away! Minutes later we were out the door and I was filing on the walk. The weather looked great so we did not want to get closed in with fog if we planned to get back home at a decent time. We packed the plane and made a thorough walk around and we jumped in. There was no PIREPS in the area that early, so we knew we would be the ones to give the PIREPS for the areas with no current weather. We filed to Kamloops via the Coquahala and then the VFR route back to Calgary. The ceilings in Hope did not sound like they were high enough for that route but we could change in the air if we had too. Weather through Kamloops had some light rain showers with a high ceiling and was clear until about Golden. We did not know if we could get out of the rock as there was a very unstable air mass building on the Rockies moving east. Fog was also predicted in many of the valleys; so some decision-making on route was going to take place to keep the flight safe.

We were wheels up just before 7:00am Calgary time under clear skies and on our way. There was some very light wispy fog near the river, but otherwise good to go. Just outside of Hope the clouds started and the ceiling was not high enough to make it through the Coquohala so we amended the flight plan to go up the Fraser Valley. A quick look at the terrain awareness and the pass up the Coquohala went to total red. It is very easy to make quick decisions with this feature. It still was not that bright out and it was quite mucky throughout the area. There is so much moisture in the air out there, making this a common occurrence. FSS assured us of improving weather ahead but could not verify the condition up the trench. We slowed things down and paid close attention to the weather ahead.

The trench is the safest route as there is no pass to cross heading north to Kamloops. Things never got worse and we always had an out to turn around. It wasn't long after that that things got brighter ahead so we knew it was soon time to climb and get the shades one. We cleared the cloud just before the turn to Kamloops and we had the first hurdle taken care of. I called FSS to give a PIREP so others new the trench was VFR.

A few spits of rain hit the windshield through the Kamloops



area as forecasted. Since there was forecasted fog for Revelstoke and Golden we had to decide to top the fuel up just in case we could not get out of the mountains and had to divert all the way back to Salmon Arm. A quick call to FSS and they pulled up real time pictures of both Revelstoke and Golden. He could not see any fog so we decided to keep going as there were no issues getting back to Golden if we had to. Garret wasn't so sure about his bladder but I motivated him by telling him he could do it and we were half way home. (Note from Jody: This is my concern about flying 'long haul' with Troy once the RV10 is built. There will be no 'holding it' for me or the kids, mister!) We were soon over Revelstoke and into the Rogers Pass with no bumps in sight. We cleared the glacier and headed direct to Golden.

The Columbia Valley was also clear but the weather ahead did not look that great. We could see the build up everywhere to the east. We tried FSS in Golden but could not get a response. A Buffalo was flying up near Edson (that sounds funny) and he got a weather relay out of Edmonton for us. (It is nice to know that there is always someone out there to help out.) He basically said that it did not look good - marginal VFR at best. It was unknown at

the time if we could get through so we plugged along to have a look. The weather was still quite good until Banff, the ceiling kept coming down after Lake Louise, but the visibility was still good. I tried FSS once more just to see if there were any updates or PIREPs through the Canmore area. I was getting down on fuel, weather was bad and FSS was downright rude. They were of no help because they were mad that I just got an update 20 minutes ago and was looking for another one so soon. This was the only time on a XC that help from FSS was important to have and they made me feel like I was wasting their time.

Once we rounded the corner in Banff we really did not think we would get out. I dropped down in the middle of the valley to stay clear of the muck. The last corner at Exshaw would confirm if we could get out or not. We still had good visibility on the north side of the valley and it looked like we would make it staying close to the river. The highway was closed in by weather as it went into higher terrain. By this time we were in heavy rain but in contact with Springbank. They assured us that it kept improving as we headed east. Weather was manageable so we knew we had it beat. We never got much below 1000ft so at no point were our decisions out of line and terrain awareness was being well used. Springbank soon asked us if we could climb higher to clear traffic, by that time we could and tucked under the base at 6000ft. We got transferred to Calgary Tower and crossed the middle of the city.

The rain stopped just east of downtown and we started our descent into Chestermere not before making a quick pass over the house letting the family know we were home. We touched down just less than three hours from Chilliwack including the XC to Langdon and back to the field! 9:50am Calgary time and the day was just getting started - it was time to get the floors done so I could order the new RV10 to bring the family along to enjoy this great rewarding hobby. →

Nominations for Office

by Dave Procyshen

We have 3 positions in our CUFC executive that are up for election.

The positions are 1) President 2) Treasure 3) Director. We (as per our club guidelines) should have had this nomination before the December meeting but it did not work out with the November meeting cancelled.

Ed D'Antoni or Dave Procyshen will be accepting nominations for the 3 positions and we will hold an election at the February meeting as the January meeting will be at SAIT instead of the regular location at the Armory. I have been advised that Garrett Komm will let his name stand for president and Carl Forman will let his name stand for treasure at this time.

If you would like to like to get involved with the club then talk to Ed D'Antoni (dantoni@telusplanet.net) or myself Dave Procyshen (dprocyshe@shaw.ca, Phone 403-257-8064). →

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 403-276-2617 e-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)

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)

→

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.



Light Engine Services Ltd.

AUTHORIZED
ROTAX
REPAIR CENTRE

For Rotech Research Canada Ltd.

- Aircraft Sales - Service
- Rotax Engine Sales - Service - Parts
- Engine Test Stand Service
- Engine/Flight Instruments - Radios
- Propellers - Spinners - Accessories

Call: 780-418-4164
or 1-866-418-4164
e-mail:
lightengine@clearwave.ca

RR1, Site 6, Box 11, St. Albert, AB T8N 1M8