



# Skywriter...



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

## April 2008



*Pat's new steed... A 1947 Cessna 120 purchased from Jorn Hovik. Pat will be keeping the 120 at Carstairs. This is a beautiful example of a classic Cessna.*

**REMINDER: CUFC RUST REMOVER WILL BE HELD ON SATURDAY, APRIL 5  
CARDEL HOMES THEATRE 6010 - 12TH STREET SE CALGARY  
SESSION STARTS 9:00AM - 1:00 PM**

# From The Cockpit

By Pat Cunningham

Well it felt like it was almost spring. With the warm weather we have been having lately it was giving me a false sense of "is it spring yet?". I say this as I look out the window on the 30<sup>th</sup> of March at the fresh 2" of snow that fell last night. I was hoping for a nice weekend to maybe put a few more hours on my new Cessna 120. I managed another hour last Friday before heading out of town for the weekend. I spent the first 2.5 hrs in the circuit getting used to landing and taking off. (Its usually good for a head turner when I return from flying and when asked where I went that day, I reply "nowhere, just went round and round for a couple of hours"). This last hour was spent trying out some steep turns, stalls and forced approaches. The plane is very stable and predictable and is a joy to fly. I'm certainly looking forward to making the trip to Oshkosh this summer with the group Ken Beanlands is organizing.

Thanks to Bob Kirkby for the informative information on the 406 ELT issues. For those of us that this is going to effect it is nice to have the ongoing proceedings decrypted and laid out in an understandable format. COPA is going to great lengths to try and achieve the best outcome for GA aircraft, thanks to them for all of their hard work.

Nav Canada has issued an "Aeronautical Information Circular 9/08" that will effect anyone using a controlled airport in Canada. This is a brief summary:

**Change in ATC phraseology- "Line up"/ "Line up and Wait"**

Currently The International Civil Organization (ICAO) uses these phases to instruct aircraft to enter the runway intended for takeoff. In Canada, controllers currently use the phraseology "Taxi to position" or "Taxi to position and wait" when instructing aircraft to enter the runway intended to take off.

Nav Canada is intending to adopt these new phases starting on April 10 2008 . The US Federal Aviation Administration (FAA) is studying the phraseology but IS NOT planning to adopt it at this time. So when flying out of a controlled airport, such as Springbank beware of this new phraseology, copies of the AIC will be available at the next meeting for anyone who wants one.

Just a reminder Garth Wallace will be speaking at the Calgary Flying Club at Springbank on April 19 at 09:30.

If you haven't paid your 2008 membership dues please do so as soon as possible. The annual raffle ticket sales are going well and will be available at the April, May and June meetings so get yours soon! The prizes are great again this year. Thanks to Ed D'Antoni for rounding up the prizes and getting us the best possible deal on those.

Guy Christie is currently administering our web site and like many of us, has run into some time constraints limiting his ability to achieve his high standards of doing this properly. If you would like to help out in this area please contact Guy at [info@cufc.ca](mailto:info@cufc.ca) or myself or any other member of the executive. With some additional help we can keep our web site moving forward adding another element to exposing our club to the general public.

Hopefully I'll see many of you at the rust remover on April 5<sup>th</sup> these are always informative and remind us of things we tend to put into the back of our minds.

See you soon!

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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.

**President:**

Pat Cunningham  
(403)276-2617

[patcunningham@shaw.ca](mailto:patcunningham@shaw.ca)

**Vice-President:** Ted Beck

(403)203-3282

[fusion@platinum.ca](mailto:fusion@platinum.ca)

**Secretary:** Ed D'Antoni

(403)247-6621

[dantoni@telusplanet.net](mailto:dantoni@telusplanet.net)

**Treasurer:** Carl Forman

(403)283-3855

[forman.c@shaw.ca](mailto:forman.c@shaw.ca)

**Director:** Andy Gustafsson

(403)247-3245

[gustafsa@shaw.ca](mailto:gustafsa@shaw.ca)

**Past President:**

Garrett Komm

(403)257-3127

[kommair@telusplanet.com](mailto:kommair@telusplanet.com)

**Web site:**

[www.cufc.ca](http://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](mailto:kbeanlan@telus.net)

# CAVU Dreams

by Ken Beanlands

Well, what an exciting time! It would seem that many members have been bit by the bug to upgrade to bigger, faster, sleeker aircraft. On the cover is Pat's new Cessna 120. Peter has upgraded to Pat's old Merlin. I also heard that Dan Mitchel has a new plane in his hanger... a new Merlin. Wade Miller is also looking to upgrade having sold his Champ (no, he's not looking to upgrade the 737☺). Stu Simpson is also in the market to upgrade Merle. Of course, we can't overlook the RV crowd with Troy upgrading to an RV-10 (should be ready next month given his progress☺)

In naval terms, this phenomenon is known as "6 footitis". That is, the search for a vessel 6' longer than what you own. In aviation, this should be termed "50 percentitis". That is, the search for a plane that cruised 50% faster, climbs 50% better, takes off 50% shorter or carries 50% more useful load. This effect is quite evident at Carstairs. At one point, Chrissy was pretty much the largest plane on the field being heavier and more powerful than Mike's Chief, Glenn's Bushcaddy, Richard's Merlin and Jorn's Cessna 120. Now, Chrissy is the smallest plane with Richard and Jorn upgrading to the Stinsons, Glenn upgrading to the Bushcaddy 164 and Mike upgrading to the Cessna 170. Essentially, the club is maturing as members refine their expectations from their flying activities.

With all the new Dragonflies in the club, I'm really looking forward to this summer's get-togethers to look over the new flock. I'm also looking forward to

*Dan poses with his new Merlin. Knowing Dan, I doubt this plane will live up to its "IDLE" name.*



accompanying some of these aircraft to Oshkosh this summer.

Plans for Oshkosh are starting to come together. We're looking at what routes will be the best for the various aircraft. The last two Oshkosh excursions I've made, I went through Regina. In 2005 we went through Brandon and International Peace Gardens. The 2006 went through Minot, ND after leaving Regina. This year, I'd be interested in heading south first crossing somewhere in Montana. This route is no better or worse than the others, but it's one I haven't done yet. Obviously, any route we pick will be heavily dependant on weather. We'll be watching for fronts and pressure areas to try and take advantage of winds and clear air where we can.

Speaking of summer activities, I'd like to extend an open invitation to anyone who would like to come visit us in Bashaw this summer. I'll be working on our cabin through the summer starting in early May. However, I'm more than happy to take a break to go shoot a round of golf. So, if you can get away for a mid-week round of golf, give me a shout.

School is going very well. With only three weeks left, the courses are starting to wrap up. This term has been very enjoyable for me. We've been studying fuel injection, pressure carbs and propellers lately. I couldn't help but be amazed at how anyone could have come up with the operating principles behind these units. It's an elegant balance of fuel pressure, venturi pressure, impact air pressure and springs in various chambers that delivers a reliable fuel air mixture directly to the intake port. The neat thing is that besides the auxiliary fuel pump, the entire system is non-electric. The work required to design this is mind boggling.

Another cool unit we studied is the Aeromatic Prop. This prop uses a balance of counter weight and aerodynamic forces to automatically change pitch as throttle and airspeed change. The lightweight prop has wooden blades and a metal hub. This was designed by someone with way too much time on his hands! However, I couldn't help but wonder how well this type of prop would work on homebuilts, ultra-lights and LSA aircraft.

Hope to see you all next week at the meeting.

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# The Import Inspection

*by Mike Sweere*

If you all can recall from the last issue, I had just gotten home with my new airplane and the only thing left to do was the import inspection. This is the part of the process that I had decided to leave up to someone else. The only thing for me to do was pay the invoice at the end and fly away. As it turned out I wish that I would have gotten more involved with this process. It may have sped things up a bit... or maybe not.

When we left the airplane with Ian Baker at Artisan Aviation we went through all the possible snags that I could think of. First was the windshield. It has the one-piece unit installed and has the STC with paperwork. The only issue was a small crack. The STC plainly states that this is not allowed and the windshield should be replaced. I knew that going in and actually the seller gave me a new windshield with the plane. I told Ian it was his decision and to change it if he needed to, otherwise I could do it later. Another snag was the Jasco alternator installed on the engine without any paperwork to support it. There was just an entry in the logs stating that it was on the engine when it was installed. Once again, I told Ian not to let this become a snag and to change it with a new light weight alternator if it was going to be a problem. With giving him these options I thought that it might speed up the process a bit.

Ian's shop is very busy and unfortunately he couldn't get started on it for a couple of weeks. This would give me time to get the registration all sorted out so that when he called to say it was ready, I wouldn't be holding him up. After a few weeks Ian called me to tell me that they had completed the inspection and there were a few things that he needed to show me. This can't be good, I thought to my self. When I got out there I could hardly recognize the airplane. Anything that could be unbolted or be taken off, was. With the exception of the wings, I think that everything else was on the shelf. I had no idea that the inspection was going to be this thorough. There definitely won't be any question as to what I have after this is done. Anyway, Ian had a step ladder ready at the wing tip and grabbed a flash light and motioned me to get up there. Inside the wing at the tip there was a repair on the spar that looked like a repair on top of a repair. Neither looked very good. We moved to the other wing. Same repair but only once this time. This one looked a little better. From there we moved to the wing root where one of the flap cables was frayed about half way through and the linkages were totally worn out. These were the major snags. The minor ones included bolts that weren't quite into safety, washers missing, leaks in the engine and exhaust, and the list

went on. It seemed to me to be quite a big list but Ian assured me that he had seen much worse. We talked about the required repairs at length and also about some of the paperwork that was missing. There were a lot of new parts in the right wing but there was no documentation to support it. This was definitely a problem. Ian told me that he needed some documentation for the new parts in the wing and that he wasn't sure if he needed to repair both wing tips or just the one. He wanted to think it over.

I left his shop with a sinking feeling. He gave me guesses on how many hours each of the repairs would require and adding it all up, plus parts gave me reason to drive straight to the local liquor store for a jug of Rum. This of course wasn't planned for. I had already gone over my budget by quite a bit just to get this airplane that I thought with the recent rebuild it would be good to go. In discussions with Gary he had thought that if there was no serious snags the import inspection would be between \$3,000 and \$5,000. Now I was looking at 3 to 4 times that amount and all the extra repairs would mean that I wouldn't be flying any time soon.

When I got home I sent the seller an e-mail detailing the problems that I was having in regards to the missing paperwork for all the new parts in the wing. I didn't mention anything about the spar repairs in the wings yet as those were still undecided on for the most part. E-mails went back and forth from his A&P and the missing documentation was found and sent out. There were 337 forms and log entries that were found in a file that should have been in the logs but for some reason never made it. One problem solved.

After a week or so the documentation arrived in the mail. I drove it out to Springbank. Ian hadn't decided on any of the repairs yet and unfortunately nothing had been done in the mean time. Other jobs had taken priority as can happen in a busy shop.

At this point it had been about a month since I had dropped the plane off. So far, I knew everything that was wrong but none of the work had been done... a bit discouraging. I waited another two weeks before calling again to check the progress. At this point most of the work had been completed to the engine in regards to replacing seals and gaskets. This was pretty much all the minor stuff. Ian had decided that he could live with the work done in the left wing but the right wing would need to be repaired. He was searching out the parts that he needed and would wait to pull the wing off until he had everything that was required to do the repair. Another 2 weeks went by and this time I drove out to check on the progress. At this point it had been 8 weeks. The interior was now re-installed, but everything else looked the same. Ian had received the parts for the spar repair but there was another wing in his repair jig. He was hoping to

get that one out with in a couple of weeks, and then mine would go in. Of course, as it usually goes, that repair went a week longer than expected but mine did go in directly afterwards and at the 12 week point the wing was repaired and back on the airplane.

All the while that this was going on, Ian was having trouble locating a flap cable and replacement parts for the linkages. Ian called one day to let me know that he had found all that he needed for the flap repairs but there was one other item that had popped up. When he finally got enough time to dig deep into the logs he found that there was no real information on the mags. He sent them off to Stauffer's to get checked to see if there were in need of a rebuild. More unpleasant news, the mags were shot. Not even worth rebuilding. Another unexpected expense as a new set of mags was required. The list of new parts was getting longer and longer. In my mind the bill was starting to get outrageous, but at this point there was nothing that I could do. Ian needed to follow procedures on his end to ensure that this airplane conformed to airworthiness standards.

Now we were at the 14 week point. The only things left were to install the new mags and harness, sand and paint over the "N" numbers and complete the paperwork for the Certificate of Airworthiness. Ian assured me that it would be done for the following Friday and I could come and pick it up.

The following Friday came and I left work early to pick up the 170. Armed with my checkbook I arrived at Ian's about 3pm. To my surprise the airplane was ready but the bill wasn't. Ian said to just take the airplane and he would send the bill in the mail. Now I wasn't sure if that was good or not but I wasn't going to argue with him. We pushed the airplane out of the hangar and we went through all the repairs and work that was done. The airplane had been there for 15 weeks and it looked the same as when it went in. Except for the new registration it looked as though nothing had changed... a real credit to the quality of work that was completed. I shook Ian's hand and thanked him for all his efforts. It's funny to look back and think about the parts of the airplane that I thought would be snags; namely the windshield and the alternator. Neither of those turned out to be issues.

Now came the tough part for me. Although the trip home was considered a check out, I wasn't really confident in my abilities with the 170. All we really did was point it in the direction of home and sit there. So when it came time to climb in I was pretty nervous. I told Ian not to wait around because this was probably going to take a bit. I sat there going through everything and trying to get comfortable. Here I was in an unfamiliar airplane at an unfamiliar airport trying extremely hard not to screw things up. It took about 20 minutes before I was ready to start up and get

going. I wanted to make sure that I was as comfortable as I could be. I had gone through all my procedures and run through the checklist a few times to be sure. I started up and taxied onto Delta and around to where the tower had a visual on me. From here it was easy. The controller directed me around to the active where I could do my run-up and he transferred me to the inner controller.

From here I got clearance for the active and rolled out onto the runway. As I rolled the power on, I was very excited (in a nervous sort of way). I was focused on the runway throughout the roll, not concentrating on anything but the end of the runway. When she started to get light I glanced down to check the airspeed and it was at zero. Great now what!!! Before I had a chance to decide what steps to take, I was airborne and climbing out. It sure doesn't take long to get off the ground with only one person. It was too late to abort the take off by this time so I used the GPS for my airspeed information. Thank goodness for that, it would have been pretty tough to fly by the seat of my pants in an airplane that I wasn't very accustomed to. As I started to settle down from the excitement of that ordeal I realized that the VSI and the Altimeter weren't working either... pitot/static problem. Afterwards I found out that the static vent from the Altimeter was disconnected when I brought it in so they just reconnected it. As it turned out, the static port was plugged with a spiders nest and wouldn't allow any air to get through. It was an easy problem to solve but I wish that it wasn't on my first solo flight in it.

The ride home to Carstairs was uneventful from there on. The controller released me and I switched to 123.2 in time to hear Jorn backtracking at Olds/Didsbury. What great timing. We met up in the air over Carstairs and played around a bit. One observer on the ground had stated that we looked like a couple of kids with a new set of toys. Exactly!

The next few hours have been spent trying to get used to how she fly's and trying to get my landings down pat. I still don't feel as comfortable in it as I did in the Chief but I know that it will come with time.

I learned a great deal during this whole ordeal. If I could do it again I would probably do a few things differently but I wouldn't change the outcome. I still ended up getting the airplane that I wanted and that's the most important thing. I did spend more than I had budgeted for. The import inspection ended up being about 5 thousand less than I was expecting but still more than I had hoped for. I now have an airplane that my whole family can enjoy with me and I plan to keep it for a good long time to come. I hope that my ramblings didn't bore any of you too much but I did enjoy sharing my experience. I'm looking forward to great flights and lots of story telling. →

# Flying Events

**April 5<sup>th</sup>, 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.

**April 6<sup>th</sup>, Three Hills** – Fly-in. coffee and donuts will be served from 10 to Noon

**April 19<sup>th</sup>, Springbank** – (CYBW) Calgary Flying Club and the Calgary COPA Flight 14 will presenting Humour in Aviation by Garth Wallace. COPA Flight 14 hosting at 09:30a.m. Fly-ins and walk-ins welcome. Rib tickling courtesy of Garth Wallace . . . many a laugh will be had from his humorous presentations. For more information please contact Chad Conrad by email captain@copaflight14.org.

**May 2<sup>nd</sup>, Calgary** – Air Reunion -YYC - 2008 at the Aerospace Museum from 3 to 9 pm. Airlines, ATS (ATC, FSS, etc.), General aviation and Military. Anyone that was, or is still involved in any aspect of aviation is welcome to attend. For more info contact Jim Hall jimhall@telus.net (250)-675-4002. <http://www.jetstream.net/users/jimhall/airreunion.html> or contact Jim Hall jimhall@telus.net (250)-675-4002.

**May 4<sup>th</sup>, Red Deer** – COPA Flight 92 / Red Deer Flying Club will hold their spring Rust Remover. It will be held in the Sky Wings Aviation hangar. Pancake breakfast from 8.00a.m. to 11.00a.m. Lunch from 12.00p.m. to 13.00p.m. Rust remover sessions starting at 10.00a.m., 11.00a.m, and 13.00p.m. For additional information: Bert @ 403-350-5511.

**May 11th, Sundre** – Sunday Mother's Day Fly-in from 8:00 a.m. to 12:00 p.m. located at the Sundre Airport. Rain or shine. For more information please contact Myron Bignold at 403-638-2214, Wayne Bumfrey at 403-638-8027 or Alf Bicknell at 403-638-9001.

**May 17<sup>th</sup>, Cold Lake** – COPA Flt 90 and the Cold Lake Regional Airport Association are hosting a Fly-in Breakfast from 8a.m. to 12p.m. located at the Cold Lake Regional Airport - CEN5. For more information please contact Cliff Conrad 780-594-5707 or email cbconrad@incentre.net.

**May 18<sup>th</sup>, St. Albert** – 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. Pilot's meeting 8:00 a.m. at Light Engine Services, St. Albert Airport. Identifier CES3. Coordinates N53 41 25 W113 41 37. Rain date Monday May 19th. Please phone: Ben Strafford 780-458-1606 or email larandben@cruzinternet.com.

**May 31<sup>th</sup>, Indus** – CUFC/COPA 114 Spring Poker Run. This years fields will be the South runs and include: Vulcan, AJ Ranch, Claresholm, High River, Okotoks. After collecting your hand, it's back to Indus for the final card and a breakfast of eggs, sausage, and hash browns. For more details contact Garrett Komm 403-257-3127 kommail@telusplanet.com.

**June 1<sup>st</sup>, Lacombe** – Please join the Lacombe Flying Club for it 45th Annual Fly-in Pancake Breakfast starts at 7:00 a.m. till 12:30 p.m.. Fly, drive or walk. Breakfast served rain or shine. Located at Lacombe Airport (CEG3). For more information please contact Don Warner 403-396-4323 or email dhwarner@telus.net.

**June 6th – 7th, Cardston** – (CEA6) BBQ Friday evening (6.30 to 8pm) "Theatre in the hangar". Camping on the field (limited power) Pancake breakfast Saturday morning (8am to 10am). \$5.00 per person per meal. contact Doug Murray 403-653-2087 or email dgmurray@toughcountry.net.

**June 8<sup>th</sup>, Innisfail** – Annual fly-in Breakfast from 7 a.m. to 11:00 a.m. located at the Innisfail Airport (EM4). For more information please contact Herluf Nielsen at 403-728-3457.

**June 8<sup>th</sup>, Bonnyville** – Fly-in Breakfast and Young Eagles Fly Day, breakfast from 7:00 a.m. to 11 a.m. located at CYBF. For more information please contact John Vardy 780-826-2132 or email jvardy@telusplanet.net.

**June 21<sup>th</sup>, Carstairs** – Carstairs/Bishell (CGB2) 12<sup>th</sup> Annual Fly-in Breakfast. 8AM until noon. For more details please contact Glenn at (403) 337-2564

**July 5<sup>th</sup>, Chestemere** – Chestemere/Kirkby (CFX8) 17<sup>th</sup> Annual Fly-in Breakfast.

**July 19<sup>th</sup>, Cayley, AB** – Ninth Annual Invitational Fly-in. Pancake breakfast starting 8AM. Lunch. 4 miles East of Cayley, co-ordinates N 50 27 32 W 113 45 46, 4400 foot paved. Underwing camping or Accommodations at High River or Nanton. Tour the Lancaster Air Museum. Please contact Bob at 403 646-2270 or email nlscurator@lancastermuseum.ca.

**July 26<sup>th</sup> to July 27<sup>th</sup>, Wetaskiwin** – Airport and Identifier CEX3. Wetaskiwin Air Show, featuring the Canadian Forces Snowbirds located at Reynolds-Alberta Museum & Canada's Aviation Hall of Fame Event. Show Contact Person and telephone number Brett Binnie 780-361-135, E-mail Brett@AV8solutions.com or web site www.wetaskiwinairshow.com

**July 28<sup>th</sup> to August 3<sup>rd</sup>, Oshkosh WI** - EAA AirVenture 2008, the World's Greatest Aviation Celebration. Visit [www.airventure.org](http://www.airventure.org) for more information. Anyone interested in a group flight to Oshkosh, please contact Ken Beanlands at 295-2079 or kbeanlan@telus.net

**August 22<sup>nd</sup> & 23<sup>rd</sup>, Nanton** – Nanton's (Alberta) annual event. Friday eve. reception, Saturday full of activities started by a pancake breakfast, Merlin engine run-ups, flypasts and much more followed by a hangar dance in the evening. More details at [www.lancastermuseum.ca](http://www.lancastermuseum.ca) or phone 403-646-2270.

**August 24<sup>th</sup>, St. Albert** – Fred Herzog Memorial Fly In Breakfast, from 7:00 a.m. to 11:00 a.m. St. Albert Airport. Identifier CES3. Coordinates N53 41 25 W113 41 37. Please phone Ben Strafford 780-458-1606 or email: larandben@cruzinternet.com.→

# For Sale

V.W. 1915 c.c. engine – 40 hrs. T.T. Comes with Sterba prop. Can be heard running, still on plane. Cost \$7000 new, asking \$3500. Call Doug at 403-728- 3844. (04/08)



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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)

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

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