



Skywriter...



June 2011



This beautiful 1946 Fairchild 24W-46 showed up at the 56th Annual Camrose Fly-in on May 29th.

From the Cockpit

By Robin Orsulak

Travelling about these past few weeks have me thinking just how fast time flies (pardon the pun) but here we are as summer approaches fast. Depending on who you talk to it's apparent that a lot of us are losing the race this year or at least, we are a little behind. The race I am referring to is the race, or more accurately the "goal" of getting in flying hours. In my own particular case I am definitely down in hours compared to previous years no thanks to other commitments yet I feel more comfortable blaming the weather. Besides I seem to have a lot of company with that excuse. Our June regular meeting will be our last until September. However, we will still be publishing the Skywriter for July and August so we can still be sharing stories and other items of interest.

Traditionally, June is a busy month and already a number of events have taken place with more to come, so look for more details on our website as well as in the Skywriter. Speaking of busy, I see a lot of pilots working on or detailing their airplanes; which can also lead to all sorts of conversation and fun. So even if one has not been actually flying, there is always the hangar flying going on. With this in mind, again we welcome our new friends and visitors out to the airfield for a leisurely visit.

For our upcoming meeting I will present another educational topic and I hope it will generate a lot of conversation as that tends to keep things interesting. If anyone has a particular topic or interest that they feel we should cover I would most welcome their input or comments. I enjoy the challenge and also I feel we all benefit from these little refreshers.

I hope the summer finds you all healthy and happy and I wish you all the best for the summer break.

In the meantime, stay safe, have fun and take along a friend! ➔



Calgary Recreational and 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

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CAVU Dreams

By Ken Beanlands

Despite some of the wettest weather on record for the Calgary region, we have been able to sneak in some excellent flying adventures over the past month. The



in the Cessna 120, Richard Schmitt in the Stinson and, of course, me in the Christavia.

This year, the folks organizing the fly-in came up with some simple arrival procedures with four separate reporting points and altitudes to use depending on your arrival direction. We quickly reviewed the procedures then saddled up and prepared for take-off (which happened just after 8 AM ... Oh well, we were close to the planned 7:30 AM departure).

Being the slowest, I quickly took up the "Tail-End-Charlie" position. Shortly after take-off, Ralph and Cheryl Inkster zipped by us in the RV-7A. The flight north was absolutely wonderful with pleasant chatter on our air-to-air frequency. Before long, we were passing by Red Deer Lake and starting our approach into Camrose. Switching over to the Camrose frequency revealed that we had not missed the morning rush. Instead, we were headed into the thick of it.

highlight had to be attending the 56th Annual Camrose Fly-In Breakfast.

Fortunately, everyone was using good radio procedures and planning to make the arrival relatively uneventful. As I made my way to the circuit, I heard a glider and tow plane crossing midfield for release and landing on the grass beside the runway.

The call came out on Saturday for a 7:30 AM take-off from Carstairs with the intention of beating the crowds. The weather was absolutely perfect with severe clear visibility and not a cloud in sight. The Carstairs contingent included Glenn Bishell in the BushCaddy, Mike Sweere and family in the C-170, Pat Cunningham





As usual, the ground crew was on the ball and before I even left the runway, there was a quad queued up to guide me to a parking spot. The fly-in was great and extremely well attended. I was plane number 86 to sign in (granted it was about 10:30 by the time I got to the registration table). The last I heard, they had topped 100 airplanes. Before long it was time to go. The return trip was a bit rougher as with thermal activity starting to form some fair weather cumulous.

In all, it was a wonderful day of flying and hanging out with great friends.

Even though we won't be formally meeting in July or August, I will still be producing the Skywriter. Please be sure to send me articles about your summer adventures. Be safe everyone.



Family Trip To Pick Up The Freshly Painted Plane

By Troy Branch

I first flew my RV10 in February of 2009 after an 18-month build. This was my third aircraft build and each one kept getting easier. I did not want to paint it until all the bugs were worked out and I had saved up enough cash to have someone else paint it. Besides painting is another six weeks of time and I wanted to fly!

There are several local paint shops but none were very familiar with the RV10. Most required you to disassemble the plane for them and put it back together. I did not want to deal with the time it was going to take to be alongside the paint process, so I started looking at other options.

I am a member of VAF ([Van's Airforce, www.vansairforce.net](http://www.vansairforce.net)) which is a web site for RV builders that is everything RV. Doug Reeves hosts the site and it is now his full time job. One of the guys that he promotes quite a bit is Grady at Glo Custom. So many pictures get posted on the site of Grady's work and they all looked great. He has many years of painting experience and now only paints RV's. An indication of how good he is, is a 12-month wait list. He has also done over 100 RV's of many satisfied customers. He takes the plane apart and puts it back together for you. The RV is nice because you can see all the connections that he removed without taking off an inspection cover other than the elevator horn. One small issue was that he is located in Roanoke, just north of Fort Worth, Texas.

The RV is a great traveling machine so what is 1500 miles? That is just a day's worth of flying! It has taken our family to the east coast, west coast, many of the northern states and as far south as Las Vegas. Our RV10 travels well, so we incorporated it's pick up into a family vacation.

I soon committed by sending in my 10% deposit to book my slot. I planned the drop off for the first of March, 2011 so we could get it back in early spring and enjoy the warmer temps of

the south before returning. As time got closer I made sure that all the required touches were complete prior to painting.

Also, as time got closer, I started to really pay attention to the weather. A friend of mine Garret had decided he would like to make the trip to Texas with me to drop the plane off. Departure would be a spur of the moment time to best suit a time with proper weather that would allow us to get there in one day. I ended up committing a little late, as in the day of! The long term forecast really looked bad so I figured we better take what we had. I made the call Sunday morning at 8:00 and we had E-Apis complete and we were airborne by 10:30.

We cleared customs in Great Falls, MT and then flew direct to north Texas for the next leg. We got stopped for the night from a cold front and rolled into 52F (were Grady is located) the next morning with 7.5 hours flight time averaging over 200 mph for the whole trip which included the climbs and approaches. The RV10 is a great airplane! Commercial flights were arranged and we made our way back to Canada. We actually logged more time on the commercial flights trying to get back home than we did going down.

Grady and I worked together via e-mail as I watched the project unfold. He was finished right on schedule for our arrival to pick the plane up on April 8th, 2011. My wife, our two kids, and I flew down to get the plane on a commercial flight. Grady graciously picked us up at our hotel the next morning and brought us out to the airport to see the "new" plane. I was told the pictures did not do it justice and they were right. It was beautiful! I spent a fair bit of time going through the airplane making sure everything



was the way it should be. All was well and I went for a couple of tours around the pattern to make sure it worked as it should before loading up the family. The main reason for the flight was to make sure I still knew how to fly as I have never left the plane for much more than a week between flights. I love to fly! There were no issues, so we packed up the plane and filled it full of fuel. We had a great lunch at the Blue Hanger Cafe and then loaded up for Corpus Christi area. The location was Mustang Beach which is on Port Aransas Island in the Gulf.

The Dallas airspace is a bit tricky for the first timer of the area. I studied the maps quite well and had a planned route south bound. The charts on the iPad make a world of difference for navigating complicated airspace. I sure hope that Canada gets on board with this soon as it is clearly the way to go. We climbed out southbound remaining clear of the Bravo and nearby Delta airspace until I could get confirmation with Center for flight following. Once on flight following you can relax more as they clear you through the airspace. Most often they say to stay clear of the Bravo but sometimes give you clearances into the Bravo along your route.

We leveled at 7,500' due to the strong head winds. The air was fairly smooth but visibility was poor. This is normal for the area, but poor for us fortunate to fly in the west. As we neared Mustang Beach, XM weather was showing clear skies and 4 mile visibility. We soon set up for the landing. One thing is for sure when flying over water with poor visibility, you better be doing your instrument scan as there usually is not much of a horizon. This was the norm every time we visited home in the Maritimes as well in the heat of summer. We turned final and landed in the 23 gusting 32 knot wind 2.5 hours from 52F.

We spent three nights on the island and stayed at a condo within walking distance of the plane. It was nice to be able to go and tuck the plane in before bed each night to make sure all was well from sitting outside in the strong winds. We went to the Texas State Aquarium, the Lexington and walked the many shops in the area. We spent many hours on the beach while the kids played in the surf and the sand. The temps were wonderful but the visibility was always low.

I was watching a front move across the US that was

stretching from Corpus right up into Canada. It passed right on schedule the morning of our departure and lasted about an hour. Behind it were clear skies and shifting winds. We would now enjoy a strong head wind for our trip to Phoenix.

We got airborne around 10:30 local and made are way west bound with great visibility. Requested flight following and climbed to our cruising altitude of 8,500' until the terrain started to rise. 45 kts on the nose, oh joy. As the green started to brown the bumps started as well. Climb to 10,500' was in order and we donned the oxygen. Winds were now 52 kts quartering on the nose, but the ride was smooth. Truing out at just over 170 kts we still only had 125 kts ground speed at times. Ouch. The nice thing was that the farther west we got the less the winds became.

The planned lunch stop was Las Cruces, NM. As we neared west Texas, our daughter decided she needed to pee. At 10,500' it takes time to get down let alone find a nearby airport. We set our site for Pacos, TX. We requested a diversion from center and down we went. In the mean time our son said he had a sore belly. (Our daughter is 6 and our son is 4. Both have been flying with me since they were 18 months.) He really did not know what kind of sore his belly was, and we did not know he was gorging himself on cheese crackers. We found out as I turned down wind... cheese pâté anyone. The approach went from normal to land as fast as possible. The pour little guy was still and shocked as he had only been sick once before, and that was from doing the same thing on cheeses. We have learned our lesson. Thank you car seat for keeping it off the plane ☺. The flight was 3 hours.



Pacos was a great airport with beautiful runways. The FBO was of great service and had burritos for anyone that flew in. We knew our boy was not going to eat them so we took the courtesy car and went into town. After we got everything back in order we loaded up everyone in the plane for the last leg to Phoenix. By this time there were dust devils everywhere so we wanted to get high as quick as possible. We climbed out for 10,500' and requested flight following. The stop was worth it as now the head was down to almost nothing. About 30 minutes into the flight and over no man's land, our boy again complained about his stomach. He ate a good lunch at our stop and now we were worried. He assured us that he did not need to be sick. We set our site on Las Cruces for the night.



After a bid of reassurance that he was fine, he fell asleep. My wife agreed that if he stayed asleep until Las Cruces we could continue. The plan was to fly airport to airport in case he was not fine when he woke up. The terrain was just fabulous throughout the entire leg. Ground speeds were now steady at 175 kts and we were making great time. Our boy awoke in the descent into the Phoenix valley, a brand new person and feeling great. We were instructed to stay clear of the Bravo and made our way around to the Good Year airport which is on the west side of Phoenix.

As we approached Good Year, Phoenix approached handed us over the Good Year tower. We soon got instruction to be placed in a holding pattern as there was an aircraft on the runway with two blown tires. We were one of five aircraft in a hold waiting to land; needless to say it was busy. We held over a race track course near the Eustrella Mountains so life was pretty good and the scenery was great. The runway was soon cleared and we touched down 3 hours out of Pacos TX. 865 NM for the day and 6 hours in the air.

Our friend was there to pick us up to take us to his house. We spent three nights at his place enjoying the sun, heat and the pool along with a few

refreshments. The next destination was going to be San Diego, a short flight from Phoenix. When we looked at the forecast each day was going to be under 20°C so we opted for Vegas, above 30°C there. We then got a phone call from our house sitter that changed everything. There was a puddle of water on our basement floor that they could not figure out where it came from. The water was shut off before we left but it came from somewhere. They really wanted us home so that is what we did. It made us quite concerned as well and knew we would feel better once we got home.

By 10:30 Calgary time, we were wheels up for Ogden, UT; just north of Salt Lake City. We would be flying over the Grand Canyon via the Tuck Up Corridor at 11,500'. Out of Good Year we had to fly quite a distance west to stay clear of the restricted airspace before turning north bound. Once on course with center, we were delighted with a 45 kts head wind at 10,500'. Just as forecasted. Would we ever get a tailwind on this trip?

The terrain is very desolate on a direct route. You pass the odd road and there are a quite a few places to touch down but just a lack of civilization. The Grand Canyon soon came into view out of the heavy haze. The cameras were out and the shooting began. It is quite impressive to see from the air and the rock colors are beautiful. We had flown over it before, but each time is just as exciting. Once across we headed direct for the Cedar City and then straight north from there. We started to hit a bit of cloud cover that forced us down and most of the mountains were obscured. As we got closer to Salt Lake, we deviated a bit to stay clear of the heavier snow

squalls that were happening in the area. We weaved our way through the weather and the complicated airspace to touch down in Ogden 3.6 hours from Phoenix. When we opened the door it was clear that we returned from the warm south.

The fuel truck came, the tanks got filled and then we went in for lunch. With full bellies we made the turnaround in less than an hour. Next stop would be Great Falls to finalize our E-Apis and Customs. There were only two iffy weather spots ahead that the radar was showing so we really did not know if we could get through to Great Falls. The worst was just north of Salt Lake with a fairly heavy snow squall that lasted a couple of minutes and then we had clear skies. After that, we had to round the west side of a system just north of Idaho Falls that cleared out just before Minoda pass. The winds were strong on the ground but no worse in the air. The ride was tolerable other than one hit that sent my head into the roof and woke my wife from a dead sleep. As for the kids, well the bumps don't phase them at all.

The ride through the rest of the mountains was at 9,500' to stay under the deck with a tail wind for the first time. It was Chinook weather so the next concern was if a wall would form to the ground at the mountain exit like it does west of Calgary. Everywhere remained good VFR, just windy. We exited just north of Helena for the descent into Great Falls. The winds there were 26 gusting 32 kts. They were just about right down the runway so it was not that difficult. The problem was getting out in even colder temps in such a strong wind. We made it inside and got started on the border crossing. 2.5 hours from Ogden, UT.

It was now 17:30 local so we booked Canpass for 19:30. Got the E-Apis done and filed the flight plan. We had ten minutes to spare to get in the plane to make our departure time. Airborne out of Great Falls, we weaved around more snow squalls and made our way to Lethbridge. We touched down at 19:30 and customs

came out to meet us. They had to get their share of the painting bill.

Airborne again, we touched down in High River at about 20:20 local with 7.6 hours flight time from Phoenix. Total distance was 1,100 NM for the day. We taxied onto my hanger ramp that was covered with snow. We definitely were home; summer is still a long ways away here.

With careful weather planning it is amazing how far the RV10 can take you in a day. The family travels great and an 800 NM is a pretty easy day. The family knows that it is important to press on in good weather so some days are longer than others to ensure we do not get stuck. We sometimes press on to make sure the weather will pass over us at night while we sleep. It has worked well so far as we have traveled through much of the US and Canada.

We love the freedom to travel in our own plane even though the weather sets the schedule. Being able to pick a date to leave or a destination on a whim is very fun. We had a fun trip even though it was cut short and really love seeing the kids learn about so many different places first hand.

By the way, the mystery puddle is still a mystery. When I turned everything on to confirm all was well, everything was working and there is still no signs of water. Maybe next time I won't shut anything off ☺. ➔



FLYING EVENTS

WEEKLY Lethbridge, AB – The Lethbridge Sport Flyers (COPA Flight 24) would like to invite you to our weekly Saturday morning breakfast, 7:30 am, held at Smitty's Pancake House, 2053 Magrath Dr. S. in Lethbridge, Alberta. To contact us please call our club President, Brian Wilson 403-345-6603 or send us an email at Lethbridge-Sport-Flyers@telus.net.

MONTHLY First Thursday of every month High River Airport (CEN4), AB – EAA Chapter 1410 Monthly Meeting at the Dueck Hangar the 18:30hrs to 21:00hrs. Come by and visit! Please contact Paul evenings at 403-271-5330 or eaahighriver@shaw.ca or visit www.eaahighriver.org for more details.

June 11th, Whitecourt, AB (CYZU) – Fly in Breakfast and Poker Rally. Breakfast starts 9 a.m. Poker Rally begins 10:30 a.m. Come and win some prizes! For more information, please contact Sonja at 780-778-0030 or email beavercreek2007@gmail.com.

June 11th, Strathcona, AB – Fly/Drive Fly-In Breakfast from 0700 - 1100. Celebrate the re-naming of the Strathcona Airport to the Warren Thomas Josephburg Aerodrome! Free admission, Pancake Breakfast, Remote Control Aircraft Demo, Airshow by Bill Carter Aerobatics, Military Parajumpers and more!

June 12th, Bonnyville, AB (CYBF) – COPA Flight 90, Fly-In Breakfast starts 07:00 to 11:00. For more information please contact John Vardy, 780 826-2132.

June 12th, Innisfail, AB (CEM4) – Innisfail Flying Club Annual Fly-In Pancake Breakfast. From 7 a.m. to 11 a.m. Come and check out our new club hanger. 100LL fuel available on sight, Freq 123.00. For further information, please contact Jim Romane at 403-391-2497 or email jromane@telus.net.

June 13th – 19th – CRUFC Air Adventure Tour 2011. Departing Monday morning and returning no later than Sunday, this year's trip travels to Wendover, Utah to visit the former USAAF's 509th Composite Group B-29 training site. Routes have not been finalized. Contact Stu Simpson for more details.

June 18th, Carstairs Bishell (CGB2) – 15th Annual Fly-In Breakfast 8:00 A.M. until noon. Free breakfast. For more details please contact Glenn (403)337-2564.

June 19th, Morinville, AB (CMN6) – COPA Flight 61 Mike's Father's Day Fly-In breakfast 8:00 a.m. to 11:00 a.m. Mike and Rose Poworoznik's farm strip. One mile north, three miles east of Morinville. N53 50 13 W113 33 48 Runway length: 2600 ft. North/South orientation, 60 foot wide groomed grass. Communication Frequency 123.2 Caution: Wires at south end. For more information please contact Ben Strafford 780-458-1606, larandben@cruzinternet.com.

June 19th, Tisdale, SK (CJY3) – COPA Flight 93 Fly-In, Drive-In, Hungry Person's Breakfast. Breakfast from 08:00 to 11:00 eggs, sausages, toast, jam, coffee, juice and lots of airplane talk. In association with Motor Madness Weekend. Tisdale Airport, N 52 50.11 W104 03. 57. For more information, please contact David Lamb d.g.lamb@sasktel.net or visit www.tisdaleaviation.ca

June 19th, High River, AB (CEN4) – Annual Fathers' Day Fly In. Rain or shine. N50 32 W113 50. 0800-1400. Breakfast and lunch available. For more information, please contact Keith Dempsey 403-601-7010 / Dan Nash 403-589-5705 or email r.keith.dempsey@gmail.com

June 19th, Lloydminster, AB (CYLL) – COPA Flight 113 Fathers Day Fly-In Breakfast. Featuring ham, eggs, hotcakes and fruit platter. \$8 per person from 8 a.m. to 12. For more information, please contact Barney Creech at 306-825-6666 or wendysabwest@hotmail.com.

June 24th – 26th, Edmonton, AB – Alberta Aviation Museum holding a massive event the Airfest 2011. Located at the City Centre Airport, 11410 - Kingsway Ave. And available for the Air Reunion group to attend. For more information, please visit our website at <http://www.albertaaviationmuseum.com/>.

June 26th, Edmonton, AB – Aviation Edmonton Association, in conjunction with the new Edmonton COPA Flight 176, is once again hosting a Fly-In Breakfast at the Edmonton City Centre Airport from 07:00 to 10:00. The Fly-In Breakfast is in conjunction with the Alberta Aviation Museum's Annual Airfest.

June 30th- July 1st, Saskatoon, SK (CJN5) – 5th Annual Corman Airpark Fly'n Fair. Pilots who fly in on either day and leave their aircraft on display for the public will get free breakfast Canada Day. Gates open to the public both days at noon. Food will be available from vendors. Check out the website www.cormanairpark.ca or phone 866-882-3380.

July 2nd, Chestermere, AB (CFX8) – 20th anniversary of the Chestermere-Kirkby Field annual Fly-in breakfast 0830 to 1200.

July 6th – 10th, Arlington, WA (KAWO) – Annual Arlington Fly-in. For more information see www.arlingtonflyin.org.

July 9th - 10th, Calgary AB – Calgary RAA is having a sheet metal work shop. For further information, costs etc, contact Don at cgmvmv.skylane@gmail.com. All welcome.

July 16th, Athabasca, AB (CYWN) – Fly In BBQ. We are hosting our first Fly In BBQ from 11-3 on July 16, 2011. Open to pilots and public alike. Athabasca Airport, Lon -113.20114 Lat 54.73651. For more information, please email Nicole McDonald nmcdonald@athabascacounty.com

July 16th – 23rd, SK – A John Lovelace flight. Join The Century Flight Club this summer as we return to the air with over 100 Airplanes for the “100 Aircraft Adventure 2011”. This is the third annual flight organized by the Century Flight Club of Canada. The Chairman of the 2011 flight is again TV host and Pilot John Lovelace. Returning Flight Marshals Peter Lubig and Dave Qualley. For more information or register for this tour please visit our website at <http://www.crosscanadaflight.com/>.

July 17th, Vulcan, AB (CFX6) – 36th Annual Vulcan Flying Club Fly-in breakfast. N50 24 17 W113 17 00. Greatest Fly-In breakfast in southern Alberta! Commencing 0800 - 1100 local. Lots of parking and fuel available. For more information please contact Norm E. Kristjansson 403-485-2791, cfiwc@telus.net.

July 22nd – August 1st – CRUFC AirVenture Air Adventure 2011. Departing Friday morning, the plan is to arrive in Oshkosh by Sunday, July 24th and depart on July 29 or 30 for the return trip taking advantage of the holiday Monday. Count on about 25-30 hours of flying. Currently, three aircraft are confirmed with a couple of more possible all are welcome. For more information, please contact Ken Beanlands at kbeanlan@telus.net.

July 24th, Fairview, AB (CEB5) – COPA Dunvegan Flight 174. Northern Alberta's only Fly-In Breakfast from 8 a.m. to 12 noon MDT. Donations accepted. Celebrating the 65th birthday of Fairview Airport. Tour of the Fairview Restoration Society CANSO aircraft. For more information, please phone 780-835-2432 or email ian.macdonald@telus.net.

July 25th – 31st, Oshkosh, WI (KOSH) – The 59th annual edition of EAA AirVenture 2011 held at Wittman Regional Airport.

August 6th, Nelson, BC (CZNL) – Nelson BC's Annual Flight-Fest is hosted by COPA Flight 87. Nelson Muni N 49 29 39 W 117 18 02. Begins at 8 a.m. with our famous Fly-In breakfast! Antique, Classic, Homebuilt, Military and Warbirds will be on display all day. Lunch at the airport with an afternoon airshow. For more information please contact Case Grypma cgrypma@gmail.com

August 14th, Westlock, AB (CES4) – COPA Flight 139 Westlock Flying Club annual Fly-in breakfast. 7:00-10:30AM. 11:00AM Airshow by Barry Pendrak. For more information, please contact George at 780 349 1094 or email sfg@telus.net.

August 20th, Black Diamond, AB (CEH2) – The RAA and the CuNim gliding Club are having a Fly-In/Drive-In breakfast at the CuNim Gliding Club Airport. \$5 each for members and their families, \$10 for non members. All welcome.

August 27th, Medicine Hat, AB (CYXH) – The Gas City Aviators, COPA Flight 171 is having their 3rd Annual Fly-In Brunch from 10 a.m. to 2 p.m. Fresh Southern Alberta corn on the cob & hotdogs. PIC's eat free! Alternate date is August 28. If you have questions, please contact Doug Thompson at 403-928-4909.

August 27th, Rocky Mountain House, AB (CYRM) – Fly-In Breakfast. Hosted by Rocky Flying Club from 8:00 a.m. to 12:00 noon. For more information, please contact Kurt Magnus at 403-845-5506.

September 5th, Stettler, AB (CEJ3) – COPA Flight 135 Stettler Flying Club's annual Fly-In Breakfast Labour Day Monday. All you can eat pancakes, eggs, ham & sausages from 8:00 a.m. until 11:00 a.m. For more information, please contact Henry Johnson at 403-740-6415 or e-mail ohana@telus.net also Garry Fix at 403-742-6104 or email gagafix@gmail.com

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FOR SALE

Continental O-200 For Sale: Complete firewall forward package including engine mount and prop. 650 hrs SMOH, recent new cylinders, mufflers, carb and ignition harness. Can be heard running, currently in a C-150 awaiting an O-320 transplant. \$10,000.00 Call Glen at 403-648-8910 daytime or Doug 403-498-9522 any time. (04/11)

1991 Macair Merlin (BULA): 782 hrs TTAF, Rotax 503 DCDI, 172 hrs SMOH, dual controls, \$18,500 OBO. Arnim Haase, (403) 240-1183, ah1183@telus.net (05/11). ➔