



Skywriter...



July 2012



Ken Beanlands' new Murphy Rebel floats along side a Rans S-7 at the Fall River Water Aerodrome in Nova Scotia. First flight should be any day now. See "CAVU Dreams" for more information.

Meeting Notice!

There are no meetings scheduled for July and August. The next meeting will be on September 12, 2012.

From the Cockpit

By Norm Vienneau

I read the article with interest and surprise. Scott Knowlton in the July issue of COPA Flight related a story of how he was selling his Stinson and bought a Challenger Ultralight. Hmmm!!! He told of the day that he took the doors off the Stinson for something different and was wowed with low and slow flight. It is also interesting to note that Scott mentioned his day job is an airline pilot.

It reminded me of how I had caught the flying bug. I had long wanted to fly and had tried some introductory flights. When I spent some time in the lower Fraser Valley I went to the mountain top to watch the hang gliders and thought interesting but I'm not quite that brave. I took an introductory flight with a coupon my wife had given me for the Abbotsford flight school but really wasn't grinning ear to ear after the flight. I had gone for a flight with a friend in his 172 around the Red Deer area and thought "well that was OK but...".

So what happened that got me going? It was that ride in the Beaver Ultralight that really got me thinking about getting in the air. There is something special about the open air ultralight that is tough to equal.

I recently flew the Buzzard to Glenn Bishell's. It was

an early morning in late June flight that was one of the special ones. The air was smooth and the 582 ran flawlessly. I would have had the doors open but there were too many unsecured papers, CFS, maps and stuff to make that a good idea. Radio calls on the way down got me a reply from Glenn as he was headed to follow the Red Deer River for a pleasure flight.

The Buzzard is about to be wingless as a recover and rework is in the plans but the Avid is near ready for its first flight. I bought the Avid Speedwing as a project and have been working on it steadily to get it ready to fly around this area. It is supposed to fly closer to the 100 mph range rather than the 65 to 70mph that the Buzzard can cruise at. Why the change to a faster plane? Why the need for speed?

It seems like everyone wants to go faster and faster. The cars we drive today cruise much faster than the cars of just 30 or 40 years ago. Communication is almost instant with just about everyone carrying their phone on their hip. The world is moving at an alarming rate and that early morning or late evening flight is a chance to slow down and calm yourself.

So again I ask, why the need for speed? The Avid was bought thinking that a folded wing aircraft might be a little easier to find

Calgary Recreational and Ultralight Flying Club

COPA Flight 114

Meetings are held on the second Wednesday of every month, except July and August, starting 7:00 PM at the Aerospace Museum, 4629 McCall Way NE Calgary.

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Skywriter

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Everyone Has a Story

By Bert Hoskins

hanger space, and it appears I may have been right in that now have a plane within 30 minutes of home. The speed is just a by product of a smaller thinner wing. I'm hoping that it will still fly well at 60 to 75 mph but give me a little more to get where I'm going a little quicker when needed. Time will tell.

So if you're bored with your current ride and the doors open for flight, try something different the next time you're out. Open the doors and let the sun shine in. At 500' AGL you won't have to pick many bugs from your teeth, and fresh air gives you a whole new perspective on your flight.

This month starts a new series that Ken and I are trying called "Everybody Has a Story". We kick the series off with a bio from Bert Hoskins. Bert is a fairly recent member to CRUFC and tells us of his jump into the world of Ultralights. We are looking forward to your story so please get ready to tell.

Till next time: Good Lies and Smooth Skies.



The Airshow opening of McCall field in Calgary made me aware of the spectacle of flight and motivated my curiosity and wonder. I think it was June of 1956 when I was 10.

Way back 46 years ago a girl friend (Dianne) indirectly sparked an interest with aviation. I found some Pilot Logs from Dianne's father while a guest in England, and there I spent several occasions and hours browsing through The International Log Books from her father. Entertaining side notes about weather, character of persons, and perceptions of surroundings were entered into these logs.

These notes had the "Wow Factor!!":

xx xxx 1917: Pilot, North Sea patrols, RNAS/RAF. (North Sea patrols)

24 Oct 1919: Awarded a Permanent Commission in the rank of Flying Officer (Aeroplane & Seaplane).

12 Mar 1920: Pilot, No 267 Sqn.



10 Jun 1920: Pilot, No 202 Sqn.
 12 Jun 1924: Staff, M.A.E.E.
 17 May 1927: Pilot, Far East Flight/No 205 Sqn.
 2 Mar 1930: Supernumerary, RAF Depot.
 17 Jul 1930: Officer Commanding, Seaplane Training Unit, RAF Base Calshot.
 18 Jan 1932: Attended RAF Staff College.
 17 Dec 1932: Air Staff, HQ ADGB.
 4 Sep 1936: Staff, War Training Department, Directorate of Staff Duties.
 21 Apr 1938: Officer Commanding, RAF Wittering.
 20 Oct 1939: Air Staff, HQ Fighter Command.
 xx xxx 1941: Director of British Flying Training, RAF Delegation, Washington.
 11 Sep 1942: Director of Flying Training.
 xx xxx 1945: Air Adviser to UK High Commissioner, Ottawa.
 17 Jun 1948: AOC, No 18 Group/Air Officer Scotland.
 xx xxx 1951: Chief of Staff, RNZAF.

Whilst serving in Singapore, he was involved in setting up the Singapore Flying Club and was made Hon CFI in 1929. From 1954 to 1962, he was Air Liaison Officer to the British Oxygen Company. He was also a member of the Queen's Bodyguard for Scotland. What a romantic time to be in the air!!

I followed Dianne without a leash, to the UK, across France, and into Verbier in Switzerland where we skied for a season. While there the Swiss took my passport and told me ski instruction was not for non-Swiss. I was only helping the Chalet Birds who attended the chalets for the British Tourist. I had just gotten my ski instructors badge the previous season in Banff and made the mistake of talking about this achievement. I then began working in the Sport Hotel hanging hotel sheets outside on a line and bringing them in, often frozen somewhat... life was so, so good!



Terry Brandon, seller of Merlin C-IPIX and Ed Pedskalny, resident operator Iroquois Falls July 2011.

The hotel standard was that if six staff were eating together two bottles of wine was offered. Needless to

say there were always six staff together at mealtime and more, making it seven or eight, were not welcome.

Two years later I returned to Canada where the Manpower/UI sent me to Yellowknife to work. I would have preferred to bum around some ski area, but this didn't happen.

My roommate in Yellowknife complained about his own smoking expenses and said he could not continue with the pilot training he had started earlier because of smoking. I chose to illustrate how much he could save and documented most of his cigarette purchases. Then an ad appeared stating that a flying school was coming to town. WOW! I suggested to my roommate I could manage this and signed up.

My first flight was July 5, solo flight July 12 (Yes I did wear a tie and it was cut half off!!) My pre-flight check was on July 31st and then came an agonizing wait until an examiner arrived August 14, 1971 for the flight test of 1.6 hours.

One afternoon while practicing in the circuit, I applied power after touching down and noticed a rather big aircraft landing on the runway in front of us. It was coming down wind the wrong way fast toward us. Mary Starchuk, my instructor, dragged the aircraft off in ground effect and moved over to the right with the right wing about 10 inches from the ground as PWA swished by. Later in the interview, PWA admitted they had changed from IFR to VFR and used the wrong numbers. This was used to gain time and a much quicker turn around.



Inside sits Merlin GT, C – IPIX, Alberta bound.

Another time while doing my solo exercises in the practice area, I was called back to the airport and asked not to land but just remain in a circuit there. I was met by Olie (flight instructor) flying very close beside me in another plane. Hum... interesting! With very strong winds, Olie was sent up to talk me down. I was glad he was an old military pilot with

formation flying experience. Calmly and assuring, I heard from Olie, "use no flaps". He gave me numbers, RPM, air speed, rudder use, etc. I could feel my heart pounding. I banged and wobbled when meeting terra firma and was not able to push the tail into the wind to turn off of the runway. Olie said, "just stay where you are and the crew would be out to help". I did that for a moment but became concerned about being in the middle of the runway. So, I tried full power. While I was looking over my shoulder at Olie, he landed and suddenly I flipped around 180° to find myself looking right at him. Oops, I was told to wait.

This certainly taught me early in my training what might or could happen. I received my night endorsement April 4, 1976 went on to complete the commercial ground school at Mount Royal College in Calgary.

I took Ivan for a local Calgary flight Jan 31, 1976. (Editor's note: It's interesting how this event stands out in Bert's flying career! ☺)

AND Then....Sept. 2008 the urge to be airborne again, I went to Prairie Bible Institute in Three Hills to begin renewal PSTAR passed. I waited 7 months to get a stress test and another month to see if I was fit for flight. I became bored and started traveling to all capitals of the Canadian provinces, NWT, Yukon, 11 US states and even China. Air Canada had flight passes where you booked your flight online and 45 minutes later were in the air. An illustration: one morning 10:30 I went from YYC to YXJ, YVR, YCD, had lunch with friend Dan, back to YVR, YYJ, back to YVR and finally landed at YYC at approximately 22:00 hrs.



I went to a CRUFC meeting In May 2011 joined and started looking at ultralights. A neighbour told me of an ultra light in Kijiji. I checked it out, exchanged information with owner, Terry Brandon and flew to Timmins where he picked me up. I had a wonderful visit with him and his wife, a great evening meal and lodging... the complete VIP treatment. The next day we went out and looked at the Merlin GT. I liked what I saw and bought C-IPIX. It came with aluminium floats and aluminium skies and many other extra parts.

I am very, very, happy with C-IPIX. If any one has the opportunity to be at Iroquois Falls Ontario, it is well worth a visit to the Ed Pedskalny Terminal, where you'll find a marvelous museum of older photos and the air industry there. The photos are well organized with thousands of them all in binders. Mr. Pedskalny at 90 years young, recalls dates and situations that could only be found in the early frontier and the bush flying performed there. Iroquois Falls was the terminal for Timmins for the early mining years. Now it's a perfect paved runway that needs more rolling wheels on the surface.

Porquis Junction Aerodrome, as it was originally named, first opened in 1929 and became part of the Trans-Canada Airway System operated by the Department of Transport. By the late 1930's, the airway linked Montreal and Vancouver. Trans Canada Airlines' (TCA) Lockheed 10 Electra aircraft were used to serve Porquis Junction. At the end of the Second World War services were upgraded to serve larger Douglas DC-3 aircraft. In the late 1940's, Porquis Junction became a regular stop on the Toronto Kapuskasing Route for TCA. The main Runway 14/32 was turf and measured just over 3,900' in length. However, it supported both daytime and nighttime operations. Two other intersecting turf runways measured 2930' and 2555' in length.

In 1955 the Department of Transport built a new airport to serve the growing City of Timmins with all weather runways and day and night operations. Porquis Junction Aerodrome became a general aviation facility handling mainly private and recreational aviation operations.

In the late 1960's, the Corporation of the Town of Iroquois Falls assumed control of the airport from the Department of Transport and became known as Iroquois Falls Municipal Airport.

In 1972 a local service club, the Rotary, purchased a glider and built a winch for the Arctic Watershed Gliding Unit to provide gliding for the air cadet squadrons of northern Ontario. The gliding program in Canada is run jointly by the Department of National Defence and the Air Cadet League of Canada. The Arctic Watershed Gliding Unit, based at the Iroquois Falls Airport, currently serves the cadets from Englehart, Kirkland Lake, Timmins, Iroquois Falls and Kapuskasing. In former years, it also flew the air cadets of the Rouyn-Noranda, Chapleau and Moosonee squadrons.

The Nighthawk Flying Club was established in 1975 as a flight training school. The club ran the airport from 1975 to 2003. With increased traffic Iroquois Falls Municipal Airport was able to secure funding to make a number of upgrades. 3,000 feet of Runway 14/32 was paved in the late 1970's and airport lighting

was installed. In 1984 the Province of Ontario provided a grant for a public terminal building, Runway 14/32 was expanded to 3999' and Nighthawk moved from temporary accommodations to the new facilities.



Landing at the farm in -12°C air on February 6.

In 2006, the Town of Iroquois Falls Municipal Airport's business plan was completed. A ten year improvement plan was adopted that included a 1/2 million dollar investment in the resurfacing of runway 14/32.

I Rented a U-Haul in Timmins took the wings off and loaded the aircraft into the truck at Iroquois Falls airport and arrived back in Carstairs late afternoon July 10, 2011. I parked the aircraft in an old Hog Barn where she was protected from the elements. The wings were back on and the first circuits were September 2011.

All went well until I ran into a piece of nylon rope thus had to get a new gearbox seal from Bob in Salmon Arm BC.

The majority of my flights are landing in my neighbour's pasture, hay fields or stubble where a coffee is enjoyed and the world is organized from their tables. In June two landing strips 16/34, 603 meters long and 25/07, 315 meters long were seeded. I now have 36 flights in C-IPX, many of them short, as I live only 10 convenient miles west of Linden.

→



Bob repairing the seal in Salmon Arm

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.

July 20th- 22nd, Entrance, AB (CEE4) – The Hinton Flying Club / COPA Flight 126 would like to let all pilots know that they are welcome to fly to Hinton Entrance and camp under wing if they are attending the Wild Mountain Music festival held in Hinton again this year. The location of the Wild Mountain Music Festival is just across the runway and easily accessible from our field. Tickets can be purchased at gate. www.wildmountainmusicfest.ca For more information call, please contact Glen at 780-865-2871 or Steve at 780-817-4820.

July 28th, Cayley, AB – Joe English Memorial Fly-In. Pancake Breakfast from 08:00-10:00 and lunch from 11:00-1:00. Featuring Displays, Vintage Aircraft, Tour the Bomber Command Museum of Canada (transportation provided). Located at the AJ Flying Ranch (CAJ7; PAGE 101-CFS), under-wing camping available (27-28) other accommodation available at Nanton and High River. Avgas available and no landing fee. For more information please phone 403-646-2270 or office@bombercommandmuseum.ca. Visit our website at www.bombercommandmuseum.ca

August 12th, Westlock, AB (CES4) – COPA Flight 139, Westlock Flying Club Annual Fly-In/Drive-In Breakfast and Mini-Airshow 7:00 a.m. to 11:00 a.m. Airspace closed from 11:15 a.m. until noon for airshow. BBQ night before for the wing campers. For more information, please contact Geroge 780-349-1094.

August 18th, Moose Jaw, SK (CJS4) – Moose Jaw Flying Club Fly-In Breakfast. Breakfast served 0800-

1100, 3000 ft paved runway, 100LL available. For more information, please contact Gerry Julian at cfudu@hotmail.com or 306-692-8932.

August 18th, Claresholm, AB (CEJ4) – Lions Club Fly-In Breakfast from 8:00 a.m. until 11:00 a.m. Rides will also be available to the Nanton Museum for the day's activities. The Mosquito Bomber will be introduced by the Mosquito Preservation Society and the Lancaster will be run-up. For more information, please contact Murray at 403-625-3782 or Jim at 403-625-3651.

August 25th, Calgary AB (CEH2) – RAA Annual Breakfast. The Calgary RAA and the Cu-Nim gliding Club are having our fly-in/drive-in breakfast again at the Cu-Nim Gliding Club Airport (CEH2 Black Diamond). Cost is \$7 per plate. Overnight camping facilities! Several people came out Friday and camped over. There will also be discount gliding again. Don't miss it. For more information. please contact Bob at bjwings@hotmail.com

August 25th, Rocky Mountain House, AB (CYRM) – Fly-In Breakfast from 8:00 a.m. until noon. For more information, please contact Kurt Magnus at 403-845-5506 from the Rocky Mountain Flying Club.

August 25th, Medicine Hat, AB (CYXH) – Gas City Aviators COPA Flight 171 Fly-In Breakfast/Lunch. Fly in or drive in from 10:00 a.m. until 2:00 p.m. Rain date August 26. YXH MF. is 122.2, ATIS is 124.875. Everyone Welcome. For more information, please contact Doug Thompson at 403-581-0548 or Russ Koch at 403- 502-5082.

September 1st, Tisdale, SK (CJY3) – COPA Flight 93, 2012 Air Rally Competition. It will be a circuitous course of 8 primary flight legs, preceded by a very short hop to the Start Point and finishing with a short leg back to Tisdale, a total of 10 actual legs. The total distance is approximately 124 nautical miles and will consist of calculations, navigation and observation. There will be questions to be answered along the route and photos to be identified. There will be a spot landing upon return. All areas will be judged as part of the competition. Co-ordinates Details available at www.tisdaleaviation.ca or contact David Lamb at d.g.lamb@sasktel.net

September 3rd, 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 Cam Andres at 403-742-0909 or e-mail cameronandres@gmail.com also Garry Fix at 403-742-6104 or email gagafix@gmail.com

September 8th, North 40 Ranch, near Olds, AB – North 40 Fly-In BBQ. Field is open at 0830. Earlybirds will

be offered fresh doughnuts, snacks, coffee, tea, hot chocolate, soft drinks, and bottled water. The BBQ will fire up at 1000 and run till 1400. Hamburgers and hot dogs on the grill. Everything is "on the house" compliments of the Ranch. We will be setting up the bullseye on the runway again for pilots to test their skills with the flour bags. Takeoff for participating pilots will commence at 1100. \$50.00 prize for the pilot with the closest shot. We will have the huge bonfire beside the hangar again for the chit chatters. Our trail guides will have several horses saddled for anyone wishing to take a short ride.

September 8th-9th, Fairmont Hot Springs, BC (CYCZ) – First free Fairmont Hot Springs Airport Fly-in starts at 12:00 noon. Free BBQ for fliers, 5 cent discount on aviation gas. Free camping at site. Free golf course shuttle, discount on golf at the Fairmont Hot Springs Resort and a discount on rooms at their lodge. Prizes. Call ahead to register 250-345-2121 or sjestley@fhsr.com.

September 15th, Okotoks, AB (FX2) – Okotoks Flying Club / COPA Flight 81 Fly-IN Pancake breakfast from 08:00 to 11:00. For information, please contact Jim at 403-689-6950 or j-sbleaney@shaw.ca

September 22nd, Lethbridge, AB (CLJ3) – COPA Flight 24, J3 Fly-In Breakfast from 8:00 a.m. until 11:00 a.m., (CFS Lethbridge) 123.2. Caution: Marked power line on approach RWY 25. For more information, please contact Ron Janzen 403-330-6181.

September 23rd, High River, AB (CEN4) – Annual Classic Car and Aircraft Show and Shine. Don't miss this incredible opportunity for all Southern Alberta pilots to take in the Annual River City Classics Car Club Show and Shine and High River Regional Airport Annual Fly-In/Drive-In. Southern Alberta's largest Show and Shine. Aircraft static displays, and well over a thousand classic cars registered. Incredible displays. Town transportation will be available. Avgas available and no landing fee. Various accommodations available in High River. Co-ordinates 50° 32' 0" N, 113° 50' 0" W. For more information, please contact Lionel at 403-830-3555, Glen & Candie at 403-648-8910 or contactus@flyhighriver.ca Visit our websites for more information: <http://www.rivercityclassics.com/> link to Sept Show and/or <http://www.flyhighriver.ca>

September 30th, Shoal Lake, AB (CKL5) – COPA Flight 162/Shoal Lake Flying Club's Annual Fall Fly-In Breakfast. French toast, sausages, juice and coffee for \$6. For more information please contact Dennis Schoonbaert at 204-365-7088 or sflyingclub@gmail.com. →

CAVU Dreams

By Ken Beanlands

Okay, I know, I'm really late this month getting the newsletter out. However, I spent two weeks on vacation and this has been the first opportunity I've had to put it together.

My first week of vacation was spent in Halifax, NS. To be more accurate, it was spent in Beaver Bank, Nova Scotia where my parents, sister and her family all live. Part of my reason for visiting was to help Dad on the final phase of building a Murphy Rebel on PeeKay 1800 floats. Dad, also named Ken Beanlands, started the project nine years ago in Newfoundland. Five years ago, they moved from St. John's, NL with all their possessions including the partially completed Rebel. Since then, he's been meticulously working away at finishing it off and flying it back to their summer home in Bonavista Bay, NL.

In June, Dad called me and asked me if I could fly home to inspect his handiwork and help with myriad pile of paperwork required for the MDRA final inspection. I spent the last week of June there to help Dad waddle through the documents.

The first step was a physical examination of the airframe and engine. We headed for the Fall River Water Aerodrome on Second Lake, owned and operated by my father's friend, Dave Comeau. He's built a beautiful home and hanger on the lake, which currently houses a Rans S-7. Dad built a slipway on the shore to secure the plane while performing the initial 25 hours.

The first day was spent going over the airframe. Since the plane had recently been moved from my father's garage to the lake, the first thing I did was do a control system inspection. Let's see, pull stick back, elevator goes up. Push right rudder pedal and rudder goes right. So far, so good. Okay, push stick left and left aileron goes down... hmm, shouldn't it go up? Nah.. I must be working it out wrong. Let's see, if I push the stick left, left aileron goes down and the left wing goes up. OK, I must be seeing this wrong. Let's push the stick right... right aileron goes down and right wing comes up. Wait a minutes... the ailerons are backward!!!!

I think it took Dad about the same amount of time to convince himself that indeed, the ailerons were rigged backward. That's when Dad informed me that although everything had been installed and adjusted in the garage, the ailerons needed a bunch of adjustment when he installed them at the lake to center them up. Unfortunately, the mistake is easy to make as it's not intuitive as to which pushrod goes where. After an hour of adjustments, the ailerons were correct and rigged properly.

There were some other issues, but nothing major and nothing that couldn't be fixed in a day of work.

Since the engine was freshly overhauled and had been run on the plane just before I arrived, firewall forward inspection was fairly easy. Again, I picked up a few minor issues and made some suggestions to clean up the installation.

We had hoped to perform the weight and balance while I was home, but with thunderstorms forecasted almost every afternoon, we couldn't move the Rans out of the hanger to allow us to get it done. Fortunately, Dad had it done a couple of days after I left.

Earlier this past week, the final inspection was finally performed and, with the exception of a few things like a lack of placards and cargo tie-down rings, everything went well. Dad decided to take it out on the lake last week before the inspection to see how it taxied on the water. Low speed taxis proved easy and high speed runs on the step showed that she was ready to fly. With the paperwork now completed, Dad should be in the air this week!

Well, that's it for me this month. See you all in September! →



FOR SALE

2009 HKS Powered Avid Model 4 for sale: Registered Amateur. Only available if new plane purchase deal goes through. Construction photo's & details at: <https://picasaweb.google.com/eddantoni1/AvidConstruction>. This Avid can be flown with only an ultralight permit. An Amateur built aircraft has a number of advantages over an Advanced Ultralight in that modifications or repairs can be made without authorization from the manufacturer, passengers can be carried etc. The Avid cabin is NOT very roomy, otherwise it is an easy and fun to fly aircraft. It is currently in Tricycle gear configuration, but it comes with the tall taildragger gear and Matco tailwheel. If you know of anyone that may be interested, have them give Ed D'Antoni a call at (403)247-6621. (07/12)

Sensenich Propeller For Sale Serial #23710, Model #76AM6-2-47_It's 74" and 47 pitch Excellent condition. Non-certified for homebuilt/experimental No details on hours etc. Contact Guy Christie guy.wheatland@gmail.com (05/12)

1958 Mooney 20A For Sale: Wood wing USA operated until 3 years ago, Original log books and all AD's complied with, now in Canadian Owner maintenance category, 3900 hrs TT, 900 SMOH Compression all in High 70's \$35000 invested priced for quick sale. new gear and tires, new rebuilt carb. New vinyl on seats, Majority of work done by Murrays Aircraft Overhaul 145mph cruise \$27,000. Respond via email: kommaz@live.ca (05/12)



44 X 48 Hangar at Indus For Sale: Fits three planes, full width 8' 6" high door, on airport property. \$22,000 Respond via email: kommaz@live.ca (05/12)

Fisher 404 single place Biplane Ultralight For Sale: 532 Rotax engine (low hours), newly installed laminated Tennessee prop with Uralite Leading Edges, new windshield & battery, 9 hrs on the hour meter and 1 hr on the newly installed combination digital tach and hour meter (TinyTach), Full Panel instrumentation, 2 plug-ins for GPS and portable radio, mounts for both, includes Magellan handheld GPS and Icom A6 Radio, electric starter. Always stored in hangar at Indus Airpark (Calgary area). Priced to sell, pilot no longer flying. \$8700.00. Call Adrian 403-936-5929 or 403-936-5700 adrian.anderson@explornet.com (05/12)



2000 Challenger II AULA For Sale: 220 TTSN, 503 DCDI, 15 Gal Tank, Polyfiber Superfliite fabric, Dual Controls, Intercom Headsets, 6" wheels, wide body, lots extras, Email for list. \$18,500 OBO. 403-809-6953 rhuzzey@telus.net (04/12)



KR2 For Sale: NOT AN OLD FARTS AIRPLANE! Air frame TT 30 hours. Engine Continental A 65/75 TSMOH 970, No Electrics, No Electronics \$15,000.00 OBO. Glen Clarke 403-279-1036 clarkeqk@telus.net (11/11)

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). →