



Skywriter...



September 2012



A Stearman graces the field at the well attended Olds North 40 Fly-in on September 8th.

Meeting Notice!

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

From the Cockpit

By Norm Vienneau

GETTING AN AVID BACK IN THE AIR OR "STILL LEARNING THE HARD WAY".

On March 12, 2012 fellow club member, Bert Lougheed and I drove to Fox Creek and picked up an Avid Speed-Wing that was in need of some repair. The previous owner had "left the runway" (his term for ground-loop) and was not interested in the efforts to repair her. I was able to pry it from his hands for a reasonable price. The plan was to repair the Avid first, and then start rebuilding the Buzzard, allowing me to have a plane to fly while working on the projects.

First lesson I learned was damage is not always visible unless you pull the fabric from a rag and tube aircraft. I was shown the damage to the fuselage and told that should be all that was in need of repair. Of course when I arrived and inspected the aircraft I noted the wing had some looseness in the fabric. I also noticed the wing tip had an unusual amount of flex.

I decided to take a chance and go ahead with the purchase, so Bert and I put the plane on a trailer and back south we drove. Note: When you pull an Avid or KitFox make sure you pull it tail first. I did and arrived back in Airdrie with no further damage. A guy in Red

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Deer pulled his KitFox from Yellowknife facing forward, bent the top of his fuse near the tail and broke some of the welds near the tail. Even a folded KitFox or Avid wants to fly.

In any case once I got the plane home, I cut the fabric open and found the wing was indeed damaged more than the previous owner thought. There is a one-inch tube that is attached to the back spar that holds the wing tip in place. Not only was this bent but it was cracked $\frac{3}{4}$ of the way through. There was also a drag tube that was bent and rather than patching by trying to straighten the tube a replacement was in order. I was able to accomplish this by cutting holes the size of inspection rings and then patched the fabric with inspection rings and doilies. Of course the covering had to be removed from the top of the last bay and then replaced after the repairs were made.

I also noted that the Speed-Wing was not rib laced and my thought was a plane that is supposed to travel at 100 mph should have more than just glue holding the fabric in place. I pulled the reinforcing tapes and took out the needle and lace out and started lacing the fabric to the ribs. Then I laid the reinforcing tape back into place on both wings. The windshield was replaced as it was cracked but the skylight was left in place and the

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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*The Avid's first big trip... to Vulcan for golf. Ken Beanlands' Christavia and Jeff Grey's Citabria can be seen in the background.
Photo by Jim Corner*

windshield became a two-piece installation. Repairs were also made to the fuse as necessary.

With the repairs all complete to the airframe it was time to go to work on power for the Avid. The motor was a Rotax 532 and had some issues with the water pump and rotary valve shaft gears so a search for a new motor was in order. I found a good Rotax 582 Greyhead and did a decarbonation, crankcase seal replacement and mounted this refreshed motor in the plane.

Now here is chance to learn lessons from reading instead of the hard way as I did. The motor seemed to have some heating and cooling issues. Now, I have run 582's in the Buzzard and have learned to keep and eye on my EGT and CHT temperatures. I have also noted that sometimes the motor needs to be burped. So since the temperatures were running high, I attempted to keep filling it and try to get the motor cooling under control. It seemed like it should be working right so I considered the possibility that the gauge was faulty. I kept tapping the gauge and feeling the water hoses but could not figure this one out. The water hoses were cool but the gauge was reading much too high. Tap on the gauge some more and then nothing. The gauge went to ZERO. Feel the water hoses again and they are cool. OK WHAT'S GOING ON?

I was at the far end of 16/34 and decided to taxi back to my hanger. I got back to the hanger just in time for the motor to stop. Great the motor that I had so carefully inspected, decarboned and resealed was just turned unusable.

It was time to go back to the books. What was going on? I poured through the Rotax manuals and spotted a possible answer. I had seen this before but did not

put it together. When a 582 is run in the upright position there is a vent line on the top of the engine to burp out the air, but when the 582 is run in the inverted position then the vent line must be placed on the top of the water pump housing.

Inspection of the motor revealed one scored piston and jug. The motor had gotten so hot that the temp gauge sender had melted the wires off. I replaced the piston and jug as well as the temp sender and I was back in business. I moved the vent line to the top of the water pump housing and tested my efforts. I was rewarded with a smooth running motor that was now keeping the temperatures where they were supposed to be.

It was now time to test this little plane. For my test flight I wanted everything to be perfect. I was hoping for little to no wind but my preference would be to have the wind from the north if at all possible. The morning arrived where it seemed like all the planets had aligned and it was time to try a circuit or two. The date was Friday the 13th. Do I dare? I had the propeller set to give me the required RPM for takeoff and I pointed the nose to the north. Smooth, full power was applied and after about 1200 ft, the plane was travelling at 55 to 60 mph and started to get light. As it left the ground I noted an airspeed of 65 to 70mph and a climb rate of about 600 fpm. I was at 1000' AGL in the downwind and saw 85 to 90 mph. I lined up on final and approached at 75 to 80 mph. As I approached the threshold I continued to slow and landed in a three point at about 55 to 60 mph. The plane was done flying, but I kept my feet busy until I was stopped. This plane has a history of treating pilots unkindly if you don't stay active on the rudders. My thank goodness I'm still alive and the circuit was done. It was time to put the plane away and digest the information.

A couple of days later I did a few more circuits and then further inspections. I checked all my cooling lines, rechecked bolts, connections, pins that hold the folding wings, added a cigarette lighter style power panel, and a power filter. It was time to take to Avid for a little flight. I only planned to go the North 40 ranch but the day was good and Innisfail was closer in a plane that travels at 90 mph than it is in my Buzzard at 65 mph. I landed in the grass again in a three-point attitude. A quick visit with a friend at Innisfail and I decided Red Deer for coffee. The take off from Innisfail caught me by surprise as a crosswind blew me quickly off course. I recovered and made the quick flight to Red Deer, again landing in the grass next to 29. After coffee, the takeoff from the asphalt of 29 was quick and easy and the flight to Carstairs smooth with just a few ripples in the midday sun.

I have since been to Vulcan for golf with Ken Beanlands, Jim Corner, and Jeff Gray and the plane handled the trip much better than I. The Avid is back in the air where she belongs and I am still learning the little things about her that make her unique. The small wing makes her much faster than anything I have flown before and she requires my full attention. I continue to learn and advance my flying skills.

I owe a number of big THANK YOU's. There were many members that helped with information and support while I was rebuilding and testing and the concern I have with mentioning names is I will probably forget as many as I mention. However, I will start by extending a thanks to Bert Lougheed for helping with the pickup adventure; Jim Corner for helping with the weight and balance, the initial testing and taking me in his KitFox II so I knew what to expect; Ed D'Antoni helping with some of the motor work and Avid questions; Wayne Winters helping with some Rotax parts; and Gerry Theroux for some hinges for my trim system (still not installed).

Next, a great big thank you goes to Glenn Bishell for the support and guidance while I was putting the Avid together. When the tail wheel ground loop issues reared its ugly head, Glenn

quickly jumped in to help make a rudder guard to keep your feet centered on the pedals. Glenn even had his AME look at the tail wheel on the Avid and it was agreed that the tail wheel was breaking out of its lock too easily. Because of the ground loop history of this plane I have removed the cam from the tail wheel and it now stays locked.

There was also the night that after an aborted takeoff when Glenn took me for a ride in his BishCaddy. I was then able to return to the field and take to the air in the Avid. Thanks very much Glenn. Without that ride the Avid may have become a hanger queen. The list goes on so thank you to all who helped in returning this plane to the air, where she belongs.

Lastly, a great big hug and kiss to my wife Judy for parking outside while that "little red plane" took up her space in the garage where her husband disappeared to for countless hours. By the way, Judy and I live in a plus-50 community and the little Red Plane had quite a few visitors while the nose stuck out of the open garage doors. What a great way to meet the new neighbours.

Till next time...Smooth Skies and Good Lies



The Avid visits the North 40 Ranch fly-in breakfast. Photo courtesy of the North 40 Ranch.



CAVU Dreams

By Ken Beanlands

One of my pet peeves occurs this time of year. Okay, sure... September has arrived. However, summer has not ended! There's still another two weeks before that auspicious event occurs. Despite popular belief, Labour Day is NOT the end of the summer. With a forecast of mid-twenties and calm winds for this weekend, even Mother Nature is on my side this year. That hasn't always been the case. I can remember more than one September when snow arrived early in the month!

Fortunately for me, the end of the summer season actually marks the beginning of my favorite flying season! Cool autumn days provide for stable, dense air that the planes love. Crisp take-off and climb performance go hand in hand with easy running engines with low cylinder and oil temperatures. Of course, these aren't my favorite aspects of autumn flying - that would be reserved for the scenery! The foothills west of here become a beautiful pallet of vibrant colours. The farmers' fields become a patchwork quilt of greens and golds, the stripes and swirls of the patterns formed as crops are cut. The sun settles a little lower in the southern and evening flights become a stark relief of shadow and light. What could be better!

However, as I said before, we're still enjoying late summer flying and it's nice to see that the fly-in season is extending well into September with events planned for every weekend this month! The first fly-in was on Saturday, September 8th, at the newly

registered Olds North 40 Ranch (CTY4). These folks certainly know how to host a fly-in and have definitely raised the bar for other organizers despite it being only their second time. Tim Horton's coffee and doughnuts were served until 10 am, when the Bar-Be-Que was fired up for hamburgers and hot dogs. Being the home for a rather large herd of horses, horseback riding was offered to the fly-in visitors and seemed to be a popular event.

My wife, Renée, happily accepted my invitation to attend the fly-in this year. We got to Carstairs at around 9 am to find Mike Sweere readying his Cessna 170 to join us. We also noticed that our fearless leader, Norm Vienneau had already left for the fly-in before our arrival. Both Mike and I had full loads, with Mike's wife, daughter and daughter's friend in the 170 and Renée with me in Chrissy.

As we taxied out for runway 16, I noticed that the Bishell's family Border Collie, Pharaoh, was following right behind the 170! I warned Mike as he swung the plane around but it was not needed as the pup got out of the way on his own. Unfortunately, he decided to take shelter directly behind the 170 as Mike started his run-up. His ears, tail and long hair were straightened out behind him in the propwash. Given most canine's propensity for sticking their heads out of moving cars, I'm not sure if this was bliss or hell for the dog. Either way, he lasted only a minute or so before seeking more appropriate shelter in the trees beside the runway! Renée and I shared a guilty laugh at Pharaoh's expense.

By the time we got in the air, we had been in contact with Stu Simpson and his contingent from Chestermere, and Gerry MacDonald and Barry Wood in the 182 from Airdrie. Gerry and Barry arrived first with Stu's flight right behind them. Mike was ahead of me making my arrival the last one.



Everything was proceeding well until Renée and I were on downwind for runway 16 at North 40. That's when we saw an RV-7A heading directly at us, at our altitude! Renée and I both registered him at the same time and she yelled a warning. I was about to turn right and avoid him when he made a left turn! I altered to the left instead. At that point I heard Troy call in his approach to the



The mighty AN-2 ready to touch down. Photo courtesy of the North 40 Ranch.

circuit. He was west and heading for mid field. I made radio call warning him of an aircraft flying around over the field at circuit height but not following the pattern. The offending RV-7A called back to say that it was him and he was trying to find the airport at 4500'. With a field elevation of 3400' and change, that put him right at circuit altitude! He also said that he was turning west to cross the field, which would put him on a direct course for Troy. Fortunately cooler heads prevailed as someone from the ground told him to hang a 180 and join the downwind from where he was. What a mess!

I made my turn to base and on to final. At this point, I should describe the North 40 runway. It is a picturesque 3000' strip in a field lined on the north end with mature hardwoods. There is a gap cut in the trees on north of the runway allowing for a safe approach. The ramp and ranch are on the east side of the runway with the south half lined with a rail fence on the east and south and more mature trees on the west side. Crops line the north half of the runway on the west side. What this all means is that once you're 1000' down the runway, the only way to exit the runway is to backtrack to the taxiway and onto the ramp.

Okay, back to my approach. I touched down at around the 600-700' point and stopped at about 1300', about 300' south of the taxiway. I made a quick 180 to backtrack only to be face to face with the RV-7a AGAIN!!! He was already over the end of the runway, well below the tree height, and was not appearing to go around. I headed as far to the east as I could as he roared over the runway just a few feet above us making his "overshoot" radio call, with a tone of

exasperation in his voice ... as though I had somehow screwed up. Even if there was somewhere for me to clear the runway at the south end, there is no way I could have been anywhere close to there before he touched down. On his next approach, he did touchdown with a Mooney Mite on the runway.

As I'm not good with confrontation, I decided to leave it alone, but it is worth analyzing. First, it's perfectly fine to have trouble finding an airstrip. With all the trees and fields around, it can be difficult to pick out that specific green strip amongst all the rest. I had similar problems finding it the first time I went in. However, what is not acceptable is to search for a busy airfield AT CIRCUIT HEIGHT!!! There was a

lot of traffic in the area and they are all going to be 1000' AGL. Personally, I would look from 2000' AGL. It's actually easier to spot an airfield from a higher altitude and all the circuit traffic will either be at 1000' AGL or 1500' AGL (those crossing midfield from the active side for the descent).

His second error was to turn to the left when he discovered me ahead of him. CAR 602.19(5) states that aircraft approaching head-on must alter their direction to the right to avoid collision. This is done to prevent two aircraft from turning into each other. Fortunately, I had time to see his turn and react accordingly. I also had the advantage of a high wing which meant that I didn't lose sight of him as we turned.

We won't even talk about joining the downwind from the opposite direction with a 180. However, attempting to land on a runway where the aircraft ahead of you has yet to clear is neither safe nor legal. CAR 602.19(10) states that "No person shall conduct or attempt to conduct a take-off or landing in an aircraft until there is no apparent risk of collision with any aircraft, person, vessel, vehicle or structure in the takeoff or landing path." An aircraft still on a runway after landing would certainly apply as an "apparent risk". Even if he had asked my approval to land behind me on the runway, I would have refused as, at this point, I certainly did not trust his piloting skills. However, since I never did hear a call on final, I had no idea he was right behind me.

To be honest, none of this would have been that bad if Renée hadn't been in the plane with me. She was my responsibility and was put at risk as well. In



The North 40 Ranch Ramp. Photo courtesy of the North 40 Ranch.

addition, she was quite rattled by the experience, especially when she saw the plane about to land on top of us. While we were on our way back home, a Harmon Rocket passed about 600' below us, which due to our previous experience, made Renée very nervous, despite my explaining that there was plenty of clearance.

Guys, it is really important to practice proper circuit procedures and airmanship techniques, especially around fly-ins. It's also important to assume that not everyone else will be doing the same and to keep a vigil lookout. Use passengers to help and make a game out of seeing other planes first. Finally, make sure the passengers know to avoid distracting you in the pattern except to point out traffic.

Fortunately, we had a great time on the ground visiting with good friends and enjoying the great weather. Numerous club members showed up including several significant others! There were also a number of folks I hadn't seen in a while and was able to renew friendships. Even the Royal Canadian Air Cadet staff members showed up around noon both by ground and air in one of their Scouts.

There were a number of interesting aircraft including a Husky on amphib, a Stearman and an Antonov AN-2 biplane! There were also three Cessna 150's. Although a relatively common airplane, not many are seen around Calgary given their poor high altitude performance.

At 11 am, the flour bombing contest started. I opted not to participate but

enjoyed watching it. About half a dozen planes participated and it was clear that the STOL aircraft had a definite advantage. However, none of the pilots were more than 300' from the target and a number of them actually hit it.

We finally departed shortly after noon. Taking off from this field is another treat. South of the runway is about 2000' of field terminating in more mature hardwoods. With two of us on board and only 20 minutes of fuel

burned out of a full tank, coupled with an outside air temperature of 22°C and 3400' field elevation, the takeoff performance was lackluster at best. It wasn't helped by my attempt to rotate a bit too early, but we were off in about 1500' and headed for the trees ahead. My first thought was to make a right turn at the end of the runway (around the end of the trees that line the west side of the runway) and climb to the west. This was quickly thwarted when I saw that there were even closer trees in that direction than straight ahead! Of course, there wasn't really any issue as I was more than 200' above the trees when I passed them, but they do present a bit of a worry when you're below them and approaching at 70 mph.

Well, that's it for this month. See you all on Wednesday evening! ➔

A Nice RV-7A. Photo courtesy of the North 40 Ranch.



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.

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.

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. 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>

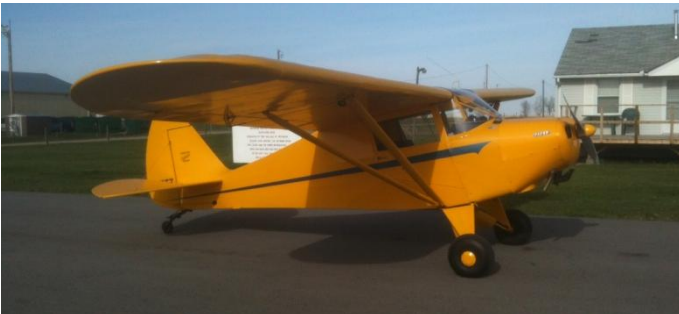
September 30th, Shoal Lake, AB (CKL5) – COPA Flight 162/Shoal Lake Flying Club's Annual Fall Fly-In Breakfast. French toast, sausages, juice and coffee for \$6. For more information please contact Dennis Schoonbaert at 204-365-7088 or sflyingclub@gmail.com. →



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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@xplornet.com (05/12)

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)→