

Volume 4

October 2023



SKYWRITER

Calgary Recreational Flying Club
COPA Flight 114



OFFICIAL NEWSLETTER

Our Mission

Promoting the safe enjoyment of aviation for pilots, aircraft builders and enthusiasts.

Our Vision

Welcoming owners and pilots of all types of aircraft including ultra-light, amateur-built, certified and other types of aircraft.

Connecting members through regular meetings, monthly newsletters, our website, social media, BBQ's and fly-outs.

Exchanging knowledge and information about flying and flight safety, and aircraft construction and maintenance via meeting presentations, newsletters and other events.

Sharing and enjoying real-world flying adventures.

THIS ISSUE

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Featured on the Cover:

The scenic view from Bob Kirkby's Starduster in July near the Carsland plant looking west along the Bow river.

PRESIDENT'S MESSAGE

October 2023 President's Message

BRIAN BYL



October is coming fast and so is the snow so get your aerial chariots ready for the cold weather.

The CRFC Breakfast at Indus was a success with good weather and great food. John Kerr organized a great event and Wayne Winters did a wonderful job of pancakes and sausages. I hope everyone enjoyed themselves. Thank you, gentlemen, for your effort and hard work hosting a successful CRFC Breakfast!

Maggie and I have just returned from the Cessna 195 Convention Fly-In in Tullahoma, Tennessee. 25 Cessna 190/195's showed up and we all enjoyed four days of fly-outs, food and great company and wandering around the Beechcraft Heritage Museum which was the base for all of our activities.

Thursday we flew out to Shelbyville, TN to tour the Nearest Green Whiskey Distillery. No pilots sampled the product!! On Friday we flew to the U.S. Space and Rocket Center in Huntsville, AL. Huntsville is known as "Rocket City" because it's where the moon rockets were developed. Most of the German scientists, Wernher von Braun included, who surrendered to the US at the end of the Second World War ended up in Huntsville working on the American space program. There is a full size replica of the Saturn V rocket and it is amazing how large it is. It's a really interesting museum.



Before we left for Tullahoma, I was able to install and torque the two new #4 and #5 cylinders on my 195. It took three of us to install each cylinder – Gordon held and pushed the cylinder up, Bob manipulated the ring compressor and I guided the cylinder base over the studs.

Because these cylinders are the bottom two I'm not sure Bob and I would have been able to install them by ourselves. It was good to have six hands involved. Now I have to finish installing all the baffles, hoses and other parts. I really hope the previously excessive oil consumption drops after this.

We do have a speaker lined up for this upcoming meeting and I'm sure you'll enjoy the presentation.

Please note that once again we've got a scheduling conflict with the Hangar Flight Museum and we are forced to move the meeting to Thursday October 12 instead of the normal Wednesday. So our October meeting will be on Thursday October 12 at 19:00 at the Hangar Flight Museum. This is the second scheduling conflict in as many months and I'm trying to get it sorted out.

As I mentioned previously, we're starting our membership drive for the 2023-2024 season. At the meeting we will happily accept your \$30 annual membership. Talk to Andrew and he will gladly take your cash, cheques or Interac e-Transfer. Our annual expenses are approximately \$2,200 for hall rental, website maintenance and member events.

Hopefully you can take advantage of some great flying weather before the snow flies.

See you at the meeting!

Brian



Cessna 195's in Tullahoma, TN

Newsletter Update

GREG LABINE Director/Newsletter Editor

So, an unusual start to our regular meeting season 'eh?

We forwent the September meeting at the Museum and choose to have a Saturday Fly-in, in lieu.

We will also be moving our October meeting at the Museum, one day later to **Thursday October the 12th, usual time 19:00.**



Like so many things in aviation, changing circumstances may surprise you, you must expect the unexpected and be flexible with other contingencies when the plan goes south. Guess we're just trying to keep everybody on their toes. Hahaha.

I'm confident our membership is open minded and adaptable enough to roll with it, we're back to our normal "Second Wednesday" meetings from November.

"It must be October, the trees are falling away and showing their true colors."

A quote I heard once. I hope many of you are getting up flying and enjoying the beautiful fall foliage scenery. I think this display is nature's way of giving us some small consolation just prior to throwing another Alberta winter at us, and all that that entails.

Speaking of those who have recently taken some scenic photos in their planes, you'll notice this issue's cover picture, sent to me courtesy of Bob Kirkby.

He sent this message: "I was flying my Starduster in the early morning in July and shot the attached photo. It's near the Carsland plant looking west along the Bow river. The canola fields were in bloom and the smoke was obscuring the mountains and the city. I thought it looked a little magical."

I tend to agree with his thoughts, this is why you'll find it as the cover to this issue.

Everyone, please feel free to send me any pictures of you and your plane and flights you've done. I will be happy to use them in the newsletter. If I don't use them right away, don't worry, I'm stockpiling them for future Skywriter use as well.

As mentioned, we had a September Fly-in breakfast. After a few false starts on our summer BBQ due to uncooperative weather, it morphed into a fall Breakfast event. I was not able to attend but by all accounts, it sounds like it went very well. Many thanks to our Directors John Kerr and Al Baljak for their work on this event. Also, a thank you to Wayne Winters for providing the venue and gourmet cooking services.

I was provided a few pictures of the planes and people that attended, Courtesy of Stu Simpson and Al Baljak. Looks like the weather was great. I hear that there were 30-40 attendees that showed up by air and ground. Those who flew-in included Ed D'antoni & Andy Gustafsson in Ed's Sportstar, Glenn Bishell in the "BishCaddy", Mike Sweere in his Kitfox IV, Jim Corner in his Kitfox V, to mention a few. Please see collage of pictures from event below.

An event coming up **October 14 & 15** is the **"WUFI- World Ultralight Fly In"**. WUFI is a Global virtual fly-in for Ultralights and LSA sized aircraft. You fly your aircraft at your own field on the dates above, take a time-stamped selfie in the air, register your flight and send your pic to the to-be-announced WUFI Certificate Group (Facebook), and you will be sent a beautiful certificate via Messenger that can be printed and framed. Participants are from all over the world!

Note: Passengers are eligible for a certificate also! It's a fun event to be part of.

Thanks to Dirkjan Kiewiet for originally bringing this to my attention, as this will be my 5th year participating in it. In the pictures, below you will see my 4 previous years participating in the WUFI flight.

The contact info for the event is on facebook, here's the link:

<https://www.facebook.com/groups/1663741873840700/>

If you do participate, send me your "WUFI" picture to put in our newsletter.

Lets see how many Club members we can have participating in this event!



Pancakes & Friends



CRFC Fly-in Breakfast
September 16, 2023
Winters Aire Park Indus, Alberta.





WUFI 2019- *Myself and Dirkjan Kiewiet.*



WUFI 2020- *My daughter Jennifer and myself.*



WUFI 2021- *My Son Steven and myself.*



WUFI 2022- *Was by myself that year, so I did 2 flights, I flew one from the left seat and I flew one from the right...for fun!*



We have a great guest speaker lined up for our meeting!

Karl Kjarsgaard will be our guest speaker. He is a retired airline pilot of tremendous experience and is now a serious restorer, historian and researcher of WW2 aircraft, air combat and Canada's RCAF history.

As Curator of the Bomber Command Museum of Canada, in Nanton Alberta, He is heavily involved in the recovery of Halifax bombers from around the world and is presently restoring a RUNNING Halifax for the museum in Nanton.



He's the director of the organization Halifax 57 Rescue, which has previously restored a static display Halifax for the National Airforce Museum of Canada in Trenton, Ontario. He will be giving a great presentation on their current project including underwater recovery efforts and a very recent trip overseas to recover more for this restoration project. You do not want to miss this guest speaker.

Please remember the meeting is moved to Thursday, October 12 at 19:00.

See you there,

GREG.



STU SIMPSON
Director

Hot & High: An Adventure Flying the Western Deserts – Conclusion by Stu Simpson

The Cav leaving Meadow Lake on a perfect morning with an 8800' density altitude. That's Pike's Peak in the background. By Keith Kirkby.

Day 7

We'd hoped that Keith and Mike could accompany us for part of the distance northward as we continued back toward home, but a look at the weather quickly killed that plan. We had to make tracks if we had any hope of getting through Wyoming this day.

A large swath of low-level moisture was curving in from the southeast creating up-slope conditions that would bring the clouds down as we tried to cross Wyoming. Our goal was Billings, Montana, but we wisely planned for other options. Good thing, as it turned out.

After saying our heartfelt goodbyes and thank you's we departed Meadow Lake with 8800 feet of density altitude, and banked around to the north. We angled out to the east to stay clear of Denver's busy airspace, then turned back northwesterly to shoot for Wheatland-Pfifer Field north of Cheyenne. The morning was one of meteorological perfection. There was no wind, no clouds, unlimited visibility and breathtaking mountain and prairie scenery surrounding us. We even had a tail wind.

We got a nasty surprise at Wheatland-Pfifer when we learned they didn't have any gas for sale. But there were three guys on the field who were minutes from leaving after their morning of flying. They were very friendly and said one of their buddies on the field had his own gas. He might be willing to sell us some. A phone call determined the gas owner would give it to us at five dollars a gallon, cash on the barrel head, a bargain we readily accepted.



Kirkby takes advantage of very generously offered fuel at Wheatland-Pfifer Field.

Bob put a bunch in the Cherokee and I borrowed fifty bucks from Carl to put five gallons in each side of the Cav. It would easily get us to Douglas, another forty miles north, where there definitely was fuel.

We landed at Douglas a short time later as a thunderstorm encroached from the southeast. After fueling in a light rain, we ate the yummy bag lunches that Deanna so thoughtfully prepared for us, and plotted our next move. We decided to track up the west side of the Big Horn range and make for Worland, or ideally, Billings. But there was a big question mark about how far we could actually get with the weather up that way. It didn't take us long to find out.

We departed Douglas and turned northwest toward a higher plateau that runs out of the south end of the Bighorns. If we could get over that, we might be able to drop down beyond it into the lower plateau known as the Bighorn Basin. But it was not to be.

We made it about 45 miles northwest of Douglas and reached a wall of weather hanging right down to the ground. No way we getting through that. We promptly diverted to Casper for the night. It was only about fifteen miles south of us, so it was an easy decision.

Casper's controller directed us to the Atlantic Aviation ramp where we fueled, tied down and unloaded.

A woman in the FBO named Terry was a true angel as she arranged hotel rooms and the hotel shuttle for us. It was simply outstanding service which we stranded aviators very much appreciated.

Day 8

Today's goal was to reach home if at all possible. Once again, the weather was the determining factor and early on it wasn't looking exactly stellar. Low-level clouds and moisture filled the Bighorn Basin to the northwest.



Fueling up after tying down to overnight at Casper, WY.

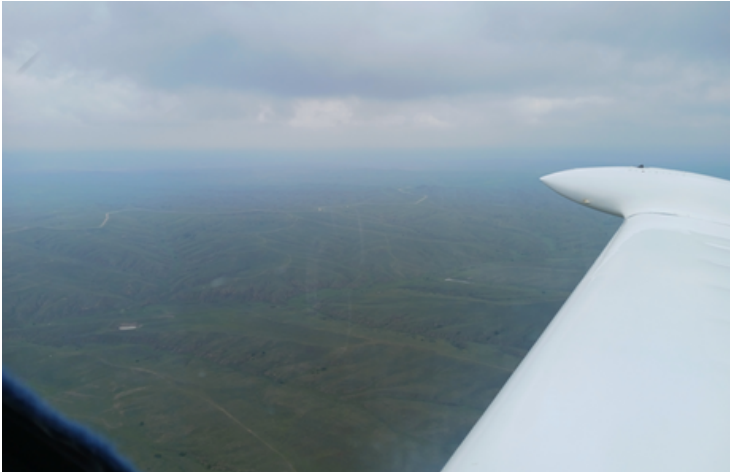
Local weather reports told tales of woe anywhere in that direction. To the northeast the conditions were better, but not by a lot. The numbers were improving slowly, though. And of course, we didn't need a lot, we just needed enough.

At nine o'clock we made our choice. After checking every weather source we could, we opted to try for Sheridan via the east side of the Bighorns, then round the corner westbound over to Billings.

We departed north-eastbound initially for the Crazy Woman VOR. We soon ran into lower clouds than we expected and veered more easterly to pick our way through lower and more open areas. We made several course changes while scooting through rain showers, following roads and valleys, and dodging around the higher hilltops in the area. It wasn't pretty, but it was working.

We eventually broke through the really low stuff about 45 miles into the leg. We turned more northwesterly shooting for Sheridan, which was at a lot lower elevation than any other place we'd been in the last three days.

As we traversed the northeast sector of the VOR range we all had our GPS signals drop out. I saw the loss on my Android phone running Fltplan.go, and Bob and Carl had it happen on their Garmins. I think, however, it was actually the GPS receivers for our ADS-B systems that were affected as those are the ones that we're required to use for ADS-B position data.



Working our way through some marginal weather northeast of Casper

We were about eight miles east of Buffalo when Bob got updated weather from Billings. It was now showing 1600' broken though with good visibility. Billings' METARs and TAFs had brought good news all morning, and so the deterioration was quite a surprise. Would it close down on us before we got there? I didn't want to take that chance, so I suggested a safer, though somewhat more distant alternate.

"Bob, I'm worried about Billings getting worse than forecast. What do you guys thing about heading to Miles City, instead?"

It would add about seventy more miles, but at our speeds, and with the favourable winds of the day, that only meant an additional half hour for us. It also meant getting more quickly out of all the weather – we could see that for certain – and into substantially lower terrain.

Bob and Carl talked about it briefly and agreed to the diversion. We turned back to the northeast and punched in KMLS as the destination.

The clouds lifted steadily along our new course, then disappeared almost entirely as we slipped back into Montana and covered the easy 110 NM to Miles City.

The FBO at MLS offers up small bags of nuts and Halloween candy in the pilot lounge, which we very much enjoyed and appreciated.



En route to Miles City, MT, with higher clouds and descending terrain.

What we did not appreciate, though, was learning that Lethbridge was no longer open to us to re-enter Canada unless we all had CANPASS privileges. None of us did. So that meant we had to choose another point of entry. We settled reluctantly on Coutts. I say reluctantly because the runway there is little better than a goat trail due to its roughness and abundant gopher holes. I should've taken Bob's advice and selected Del Bonita. I vowed to immediately apply for my CANPASS when we got home.

We left Miles City behind and climbed westward, excited to be getting ever closer to home. We planned one more fuel stop in Montana before crossing the border, and that would be at Shelby, just a few miles east of Cut Bank.

The ride to Shelby seemed long, though it was just a little over two hours. Once again I employed my autopilot to help ease the workload in the afternoon turbulence. The land below was starkly empty featuring coulees, ravines, and barren soils interspersed with patches of grazing land. There were almost no farms or towns and dreadfully few roads. I'd only flown over that region once before and I guess I'd forgotten how much isn't there.



East central Montana features a stunning amount of nothing!

About 45 minutes into the leg Bob wondered if the winds were any better for us higher aloft. He pulled the Cherokee's nose up, gaining height toward 8500'. I eased back my throttle and angled gently out to the right to keep him in sight as he worked his way up.

A few minutes later he started back down, disappointed that the currents up there weren't as helpful as at 6500 or 7000'.

We fueled and peed quickly at Shelby, rushing to make our landing appointment at the border. Bob landed first at Coutts and I followed, wishing like hell we could be at Lethbridge.

The runway was hard to spot and in desperate need of mowing. It was rough and rutted and pockmarked with gopher holes, like landing in a battle zone.

Then we had to wait nearly half an hour on hold for the CBSA people to answer. It beats me why we couldn't just walk over to the border station to clear.

Okay, one last leg. We'd be home by supper.

I got the Cav light on the wheels as quickly as possible to relieve the jarring effects of the runway. Then it was a matter of staying in ground effect for a few seconds to build speed, and easing into a climbing turn to the north. I spotted Bob and Carl over my right shoulder as the Cherokee charged down the runway, then Bob popped the first notch of flaps and nestled comfortably into the air. His takeoff looked great from my vantage point.

We passed Lethbridge with a tailwind and found Highway 23, which skips past Vulcan. While the weather in deep southern Alberta was excellent, all that changed about 10 miles south of Vulcan. Several thunderstorms spiked the region, tumbling off the Rocks and rolling our way. Bob and Carl checked radar and reported the storms were mostly to the west, but definitely headed our way. Our speed would outpace them, but there was another one somewhere out ahead. Our nice little tailwind had done a 180 on us, now blowing from the north, gusty and belligerent at 20 knots. And with all that, Calgary was reporting three miles visibility in smoke, also with scattered CBs.



**Poor visibility between Vulcan and the Bow River.
We'd have preferred a nicer welcome home.**

We were in our own backyard, of course, which gave us a great advantage. We'd need it, too. Apparently, we were right on the smoke line. The visibility was steadily diminishing to the west, but strangely, off to the east it was well over twenty or thirty miles. Obviously, that was the non-smoking section of the province.

North of Vulcan we were headed straight into a storm cell that, with the poor visibility, I didn't realize was there. I thought it was merely a shower.

"Stu, that cell ahead is one of the thunderstorms I was talking about earlier," Bob reported.

"Roger that," I replied in surprise. "Good catch. Let's turn more to the west to get around it."

"Copy, I'll follow you."

We caught some rain as we carved around the back side of the storm, but moving west put us more deeply into the smoke. Visibility was dancing around now between two and three miles.

We made it to the Bow River, crossing it at about 4300 feet. Under the circumstances, we agreed to forgo the usual circuit procedures at home, electing instead to do straight-in approaches. I planned to start the approach leg several miles back, just northeast of Indus, paralleling the two roads that bracket Kirkby Field. This would give us familiar landmarks to steer by and help us stabilize the approach in such poor visibility.

I spotted Highway 22 and the familiar curve in the road east of Indus. The new industrial park north of there was my initial fix, being directly in line with Kirkby's runway. I lined up over the yards, a few hundred metres west of the north-south range road, and reported to Bob that I was slowing down and starting my approach.

One by one, familiar landmarks from the past 32 years slipped into sight, then slipped away, as I advanced on the field. Calgary International reported the wind as 320 at 15 gusting 23. With the steady turbulence I was getting, I believed them.

I dropped the second notch of flaps over Glenmore Trail. A second or two later the runway coalesced into view, a hazy apparition growing clearer every few seconds. A couple of minutes later I passed low over the TransCanada, eased the throttle to idle and sailed into a rather poor and bumpy landing.

I rolled the Cav to the end, then spun around to watch Bob set the Cherokee flawlessly onto the grass. It was just about supper time, and we were home.

In Summary

For anyone interested, these are our actual nav points. You can copy and paste them into your favourite flight planner to see the details.

Routing Points: CFX8 KCTB 465519N115709W 463824N114444W KEKS 444253N1112856W 443220N1111843W 442406N1113550W U02 KPIH 421222N1123426W 411359N1141643W 405854N1142106W KENV 404216N1125709W 401707N1124034W KDTA KBVU KINW KSAF 353306N1054722W 353536N1052420W 4V1 KFLY 394904N1041808W KEAN KDGW 430928N1061518W KCPR 432100N1062253W 432818N1061647W 433841N1060455W 442543N1063157W 443907N1063544W KMLS KSBX CEP4 505513N1134449W CFX8

Our route traversed 2712 nautical miles, or 3121 statute miles, which took us about 25 hours of flying time. We were gone for 8 days and flew for 5 ½ of them.

Our flight path was almost the reverse of the one we flew in 2015 when our destination was Tucson, AZ. We flew down the eastern slopes of the Rockies then, went west to Tucson, and returned via Las Vegas, Utah, Idaho and Montana.

Interestingly, the only ground on this trip we hadn't covered on previous flying adventures was the route between Boulder City and Santa Fe. Oh, and we hadn't been out to Wendover, either.

The landscapes we saw on this adventure, like the Idaho lava fields, the Utah salt flats, the Grand Canyon, and the absurdly high plateaus of New Mexico and Colorado, are phenomenal treasures not to be forgotten.

We saw again how our planes handle hot and high conditions. They're pretty damned good at it, and I enjoy having that confidence in the Cav. I know Bob feels the same about the Cherokee.

Some other interesting observations. First, ADS-B is fantastic. I absolutely recommend it, even in Canada. It's honestly akin to having air-to-air radar in your cockpit, and in the US it's even better. You can access all sorts of useful data, especially weather, something that's coming to a few places in Canada, too.

I balked at the price of it when I first got mine, but now I'd be miserable without it. ADS-B is a quantum leap in safety and situational awareness for general aviation pilots.

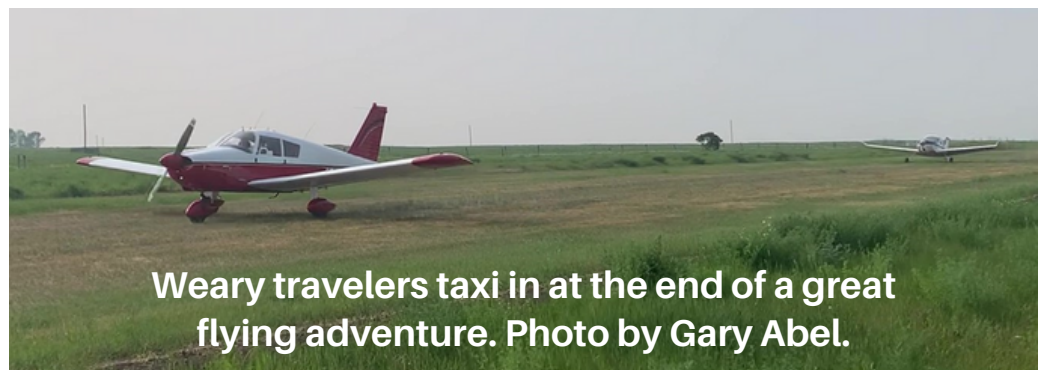
It's good to carry tools in your airplane. The key, of course, is how many to carry because they can be heavy. Honestly, I think I carry too many, so I'll be paring them down. But there's no doubt of the value in having them when something goes wrong.

CANPASS. I vowed I would apply for mine when I got home and I did. It came within two weeks. That opens up several more possibilities for returning home. I'm sure I'll enjoy that convenience.

Finally, if you're at all thinking of flying a cross-country trip, do it. Take the chance. Stretch your wings over the horizon. Put your comfort zone to your rudder. Start small if you like, maybe an overnight out and back. It doesn't have to be far, but soon you'll find the farther you go, the better it gets. Then when you're home again with your plane tucked back into your hangar, all the sights and experiences, all the memories, all the pure adventure of it will have you glowing for weeks.

And you'll have a great story to tell. I know I'll want to hear it.

**Blue Skies,
Stu.**



Weary travelers taxi in at the end of a great flying adventure. Photo by Gary Abel.

PARTIAL POWER LOSS

Featuring
Wally Moran



Question:

"Do you have any tips for a partial power loss in flight? I just read that's more common than total power loss, but I've never practiced it."

Answer:

"Well, I guess we can say at least that a partial power loss is better than a total power loss. At least we have a few more options.

My first thought is to undo whatever it was that you most recently did. If you just switched fuel tanks, switch back. If you just leaned, enrich the mixture ... you get the idea.

The next step is to try all the troubleshooting items on your engine failure checklist. You need to develop a flow pattern that covers all the items. This is not the time to start looking for the checklist. These items must be in long-term memory.

Remember as you lose power the nose will drop as the airplane wants to maintain its trim speed, so you need to start applying back pressure on the elevator and began slowing to best glide speed. Don't give away a bunch of altitude while you are doing your checking. Altitude means options and at a time like this options are good.

If you have been playing the what if game, you already know what direction the nearest airport is, so turn in that direction as you are troubleshooting and trimming. If you are not always thinking about where you would go if you developed an engine problem, you are not doing your job as PIC.

If you can't solve your problem, hold your altitude until the airplane slows to best glide speed and see if you have enough power to maintain altitude. If so, limp along to the nearest airport. Even a little bit of power will extend your glide significantly, so maintain best glide and conserve as much altitude as possible. Of course, that engine could quit at any time, so as you progress, keep picking out forced landing possibilities.

Arrive over your airport as high as you can, then maneuver to set yourself up for a normal pattern with a downwind leg at approximately 1000 feet above field elevation. Now if you have previously practiced power-off landings from this position you are in good shape. Be careful not to get too high and fast on the approach, but also remember that once you close that throttle, you may not get any power back.

Naturally, getting help from ATC and declaring an emergency, time permitting, is helpful; but most of the work is up to you.

So in summary, know your flow pattern for troubleshooting your engine problems, maintain situational awareness, be able to trim and fly your aircraft at best glide speed and practice power-off landings from the downwind leg. Doing these things will significantly improve your odds of a safe landing."

Tip of the Week Courtesy PilotWorkshops

Brian's after-thought:

In 2010, while flying my Cessna 195 near La Ronge, Saskatchewan, I had what I guess it would be deemed a 'partial' power loss. While the engine was still 'running' it wasn't producing enough power to keep me airborne. I did run through the usual checklist items - fuel selector, carb heat, etc. - but then ran out of time and altitude and managed a successful landing on a logging road. While the airplane was substantially damaged I walked away from it without a scratch. I had the 195 rebuilt and it's been flying fine ever since.

FYI: The cause of the power loss was determined to be carb icing and even though I applied carb heat there was not enough time for the icing to clear.



Calendar of coming Aviation Events

October 12, Thursday @ 19:00– Regular meeting at the Hangar Flight Museum.

October 14 & 15 2023 WUFI World Ultralight Fly In – WUFI is a Global virtual fly-in



for Ultralights and LSA sized aircraft. You fly your aircraft at your own field on the dates above, take a time-stamped selfie in the air, register your flight and send your pic to the to-be-announced WUFI CERTIFICATE group (Facebook), and you will be sent a beautiful certificate via Messenger that can be printed and framed. Participants are from all over the world.

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If you do participate, send me your picture to put in our newsletter.

Lets see how many Club members we can have participating in this event!

November 08, Wednesday @ 19:00– Regular meeting at the Hangar Flight Museum.



If you have any future events, please feel free to forward the details to me so I may share them here with the members. crufcnews@gmail.com

CLASSIFIED

Buy and Sell

All things related to Aviation



Aviation Magazines

\$Free

EAA Vintage Aircraft, EAA Sport Aviation and AOPA magazines to give away. 35+ years, too many to show. I don't want to throw them away.

Brian Byl (403) 861-6716

bbyl@shaw.ca

IVO PROP MEDIUM 65-1/4"

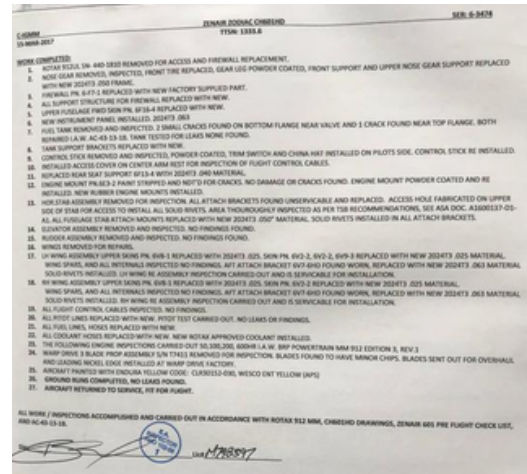
\$680



FOR SALE Two blade Medium Ivo Prop 65-1/4"
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Fits Rotax 912 hub. Owner - located Calgary, AB.
Al Baljak (403) 708-0369 dolac91@gmail.com

Zenair CH601HD

\$37,000



Zenair CH601HD. Rotax 912ul 80HP, TTSN 1,486 hrs. Advanced Ultralight, Beautiful plane with excellent flying characteristics ,IPad mini with Garmin Glo GPS, Garmin GPSmap 496, Garmin Radio, Transponder STX165, Electric elevator trim, Gyro Turn Coordinator, 15 Gallon header tank, Cabin heat, Wing lockers and rear cargo space, Sun shade, Owned 5 years. Located Calgary, AB.

Asking \$37,000 CAD

Contact Kevin Caine (403) 614-1555 Flysoutherncross@gmail.com

Aviation Items for sale:

ICOM A24 VHF handheld Radio, complete set with battery, charger, antenna and other accessories. Has VOR feature. Nice condition, asking \$100.
David Clark H10-13.4 Headset, with connecting cable and case. Nice condition, asking \$200.

Windsor Aviation standard 40" x 45" sock, ball bearing smooth.
Mounted on a 16" mast. Have spare new sock, asking \$200.

Contact Ed Wawzonek

2015 V-MAX 1550 BULA

\$18,500



TTSN 170. 65 HP Rotax 582, 2-stroke. Two blade medium ground adjustable Ivo prop (have spare 3rd blade) Cruise 85-90 mph. Odyssey battery. Icom HH radio with external antenna. MGL EMS-1, 2xCHT, 2xEGT, OT, RPM, HOBBSTIME. Voltmeter, ALT, ASI, VSI, Compass, 2x Fuel gauge and Turn coordinator. 2x6.6 Gal vented aluminum wing tanks. 5 point seat harness. VG's on Wings and Horizontal Stabilizer. Murphy tail wheel. 18" main gear tires with 4130 chromoly landing gear. Streamline struts. Cabin heat and air adjustable ventilation. Electric elevator trim with integrated trim tab. Canister ballistic parachute. Easy access to engine. Built for 250 lbs 6.2 pilot. Seat lowered 2" for taller pilots. Built with open and closed bubble canopy option. Side window fuel gauge on both wing tanks. Back up electric booster pump. Quick disconnect fuel lines. Armrest added. Improved aluminum rudder pedals with heel brakes. Landing strobe and position lights. 2.7 once fabric with 2" spacing on rib stitching. Fiberglass wingtips.

Always hangared, Very easy and fun to fly.

Based at Winters Air park CFY4 Indus, Alberta.

Invested over \$40,000 in it, asking \$18,500. SERIOUS BUYERS ONLY NO TRADES.

Contact Al Baljak(403) 708- 0369 dolac91@gmail.com

Aircraft Tire

\$70.00



Tire 15 x 6.00 X 16. Brand new, never installed. Ordered wrong size, not worth it to return. \$70.00.

Contact Stu Simpson at:

bushmaster@shaw.ca

Zenair CH250

\$29,000



Lycoming O-320-E3D, 150hp, 870 hrs TTAF&E. Honest 150 mph cruise, 53 mph stall, 1300 fpm climb. New carb, 100 hours on o-hauled Slick mags. Good VFR panel. Good radio, full electrics. Transponder needs repair, ASI reads 5 - 10 mph high. Roomy cockpit, incredible visibility. Centre stick with great handling. Wheel pants. Full plans and builder's manual, great logs. Always hangared. Temporary hangar space available. Plane is in excellent condition with a very solid build and an excellent price. Contact for complete info package

Contact Stu Simpson (587) 998-2932 bushmaster@shaw.ca

Your Executive

BRIAN BYL President bbyl@shaw.ca

BRIAN VASSEUR Vice President brian@brianvasseur.com

ANDREW CROCKER Secretary/Treasurer anmcrock@telusplanet.net

STU SIMPSON Director bushmaster@shaw.ca

JOHN KERR Director oreal_kerr@hotmail.com

AL BALJAK Director dolac91@gmail.com

GREG LABINE Director/Newsletter Editor crufcnews@gmail.com



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