



# Skywriter



Monthly Newsletter of the Calgary Ultralight Flying Club

## March 2002

### From The Cockpit

by Bob Kooyman

Safety is a word we all hear and a concept we apply to our daily tasks with varying degrees of commitment and success. The recent introduction, by my employer, of a new safety program, "The Road to Zero", had me thinking a lot about safety this month.

Safety is a topic we hear a lot about. We are subjected to a daily barrage of information and slogans for safety. It starts in the morning with the traffic guy, telling us about accidents and challenges on our daily drive to work. It continues throughout our day with safety statistics at the front gate, posters in the coffee room, and on the job "safety meetings". It continues in our choice of dress, safety boots and hard hats to enter office areas under construction, fireproof coveralls and Nomex coats to visit the oilfields, safety glasses and lab coats to visit the shop. It carries over into our attitudes towards our daily activities. When was the last time you rode in the back of a pickup truck? It comes home with us in the evening as we supervise our children and discuss their daily activities. It even designs their playgrounds.

This din of safety carries a dual message to us. It reinforces the need for us to behave and act in a manner that will minimize the

chances of an accident and mitigate the consequences of anything which does occur. It also carries the mixed message that as long as we act in the approved manner, we should not have an accident.

In this din of safety messages, when was the last time you thought about safety. I don't mean acting within the prescribed guidelines of action, but actually sitting down and thinking about action and the consequences of that action.

This need to step outside of traditional safety programs and to apply a culture of safety, in which each participant actively reviews his/her activities along with those of their co-worker is the basis for "the road to zero". It has achieved amazing results. Conoco has implemented this program on a company wide basis. Have a look at their policies and practices at <http://www.conoco.com/safety/policies/safetyhealth.asp>

Common safety statistics are quoted in incidents per 100,000 work hours. Poor or no safety programs result in accident rates of 0.8 to 4 incidents/100M hrs. Really good safety programs can reduce this to 0.02 incidents/100M hrs. Through application of the principles of the road to zero, companies and factories have demonstrated workplace safety

records of 0.002 incidents/100M hrs.

In the period 2000 - 2005, Transport Canada has targeted a 50% reduction in the accident rate for flight training and a 10% reduction in recreational aviation accidents and fatalities. In the upcoming years, the challenge is on us to take up the challenge to promote safety in new and meaningful ways to improve our safety awareness and reduce our accident frequency.

To achieve these targets, we will all have to think safety in new ways and challenge each other to "walk the talk". I hope to make safety a topic at each monthly meeting. Please take a few moments to think about how our club can implement a meaningful safety program and bring these thoughts to our next meeting. →



Scene from the annual club dinner, February 16. See page 7 for more pictures.

# For Sale

**Propeller For Sale:** 2-Blade wood, 68x32 tractor for Rotax 503DC. Leading edge protection, 60 hours TT, great condition. \$350 CDN, obo. Includes bolts and mounting plate. Call Stu at (403) 255-6998 or e-mail

[simpsont@cadvision.com](mailto:simpsont@cadvision.com) for pictures. (02/02)

**Andy's 1993 Challenger II** is for sale. 340 hrs. Fully enclosed. Stitts covered. Endura paint. Always hangared. Larger wheels. Skis. Rotax 503 DC, DI. 10 us gal fuel tank. \$16900. Nice aircraft. Call Andy at (403) 247-3245 or email [gustafsa@shaw.ca](mailto:gustafsa@shaw.ca) (03/02)

**1995 TEAM Himax.-** 314TT, 60hrs SMOH on Rotax 503DC, 2-blade ground adjustable prop, good panel, spinner, speed fairings, VHF antenna, large cockpit, always hangared. Great performance and handling. Only \$9500. Call Stu at (403) 255-6998 or e-mail [simpsont@cadvision.com](mailto:simpsont@cadvision.com) (02/2)

**Tundra** - two for sale, both with Rotax 503 and 100 hrs, one enclosed - \$15,000 and one open - \$14,000. Garrett Komm 257-3127 or 874-6447. (0202)

**Super Koala** - Rotax 503, DCDI, Culver wood prop. Airspeed, Altimeter, Tach, CHT, EGT, Hour meter, Fuel gauge. Heated cockpit. Less than 200 TT on new engine and airframe. This is an attractive, predictable and easy to fly taildragger. Open to any serious offers. Dale (403)293-3826. (01/02)

*Notice: Classified ad are free to CUFC members. Call Bob Kirkby to place or renew your ad 569-9541 or email to [kirkby@skywalker.ca](mailto:kirkby@skywalker.ca)*

**Ads reprinted from the St. Albert Flying Club Newsletter**

**Floats** - with lockers, spray rails, water rudders and rigging. Suitable for

ultralight or home built up to 1500 lbs, weight 130lbs, \$3000 OBO. Reg Lukasik 780-459-0813.

## Flying Events

**May 12** - Sundre Flying Club's annual Mother's Day fly-in breakfast, 8 am to noon, contact Ron Botham at 403-638-4155.

**June 21-23** - COPA Annual Convention 2002 celebrating 50<sup>th</sup> anniversary. The COPA Red Deer annual rust remover safety seminar will be held at the same time. See web site for details: [www.copanational.org](http://www.copanational.org)

**July 10-14** - Northwest EAA fly-in, Arlington, WA. See details on web site: [www.nweaa.org](http://www.nweaa.org)

**July 20** - Kirkby's annual fly-in breakfast at Chestermere Field, 8:30 to noon. Contact Bob Kirkby 569-9541

**July 23-29** - EAA Airventure 2002, Oshkosh, WI. See details on web site: [www.airventure.org](http://www.airventure.org)

**August 3-4** - Lethbridge annual airshow with the Snowbirds.

### Skywriter

Skywriter is the official newsletter of the Calgary Ultralight Flying Club and is published 12 times per year. Forward your articles and letters to:

**Editor:** Bob Kirkby 569-9541  
e-mail: [kirkby@skywalker.ca](mailto:kirkby@skywalker.ca)

**Assistant-editor:** Bernie Kespe (see below)

### Calgary Ultralight Flying Club

Meetings of the Calgary Ultralight Flying Club are held on the second Thursday of every month, except July and August, at 7:00 pm, at the Northeast Armoury, 1227 - 38 Avenue NE.

**President:** Bob Kooyman 281-2621  
e-mail: [kooyman-eng@home.com](mailto:kooyman-eng@home.com)

**Vice-President:** Stu Simpson 255-6998  
e-mail: [simpsont@cadvision.com](mailto:simpsont@cadvision.com)

**Secretary:** Bernie Kespe 255-7419  
e-mail: [bernie.raymac@home.com](mailto:bernie.raymac@home.com)

**Treasurer:** Carl Forman 283-3855  
e-mail: [forman.c@shaw.ca](mailto:forman.c@shaw.ca)

**Director:** Dave Procysen 257-8064  
e-mail: [dprocysen@shaw.ca](mailto:dprocysen@shaw.ca)

**Past President:** Brian Vasseur 226-5281  
e-mail: [vasseurb@cadvision.com](mailto:vasseurb@cadvision.com)

Visit the CUFC web site:  
[www.cadvision.com/cufc/](http://www.cadvision.com/cufc/)

*Please forward items for the Events column to Bob Kirkby.*



*Peter Wegerich in his Cuby II and Stu Simpson in his Bushmaster. Photo courtesy Andy Gustaffson.*

## The Dragonflies Meet the Porcupines

by Stu Simpson

"Hey, Bish, you wanna go flying on Saturday?" I asked him over the phone. "I'm thinking we should head some place south for a change, maybe Nanton." Thursday night is when I usually make my calls to organize a weekend flight. By then I can usually get a grip on what the weather's going to do. The coming weekend's weather looked very good.

"I was just down west of Nanton this past Sunday", Bish said. Bishell went on to explain how he and a friend from Carstairs had driven down to see Gary Fox's Merlin. Bish's friend bought the plane that day. Bish described it as the nicest Merlin he's seen.

Fox's strip, situated 10 miles southwest of Nanton and high in the north end of the Porcupine Hills, is a place I've always wanted to fly into. The fact that the strip is in the Porcupine Hills made it that much more enticing. I thought it'd make a challenging flight and be a good test of my Bushmaster's STOL capabilities. I had no idea at the time just how much Fox's strip would eventually test us all.

The Porcupines really shouldn't be called hills because they climb higher than some mountains I've seen. But a cartographer would likely get laughed out of the map-making business if he tried to liken them to the towering peaks of the Livingstone Range a few miles west.

I rounded up as many of the usual suspects as I could; Pete Wegerich in his Cuby, Andy Gustafson in his Challenger, and of course, Glenn Bishell in his Bushmaster. Gerry MacDonald jumped at the chance to fly along with me in my Bushmaster, that I've named the Green Giant. We agreed to leave Kirkby Field at about 12:30 Saturday afternoon.

The weather forecast on Saturday morning could have been better. The forecasters were calling for west-northwest winds at 15 knots. In

Alberta, the west winds usually ick up the further south you go. We might have to skip Fox's and maybe go north instead where the winds were supposed to be lighter. But I looked at the weather maps and intuitively felt the wind wasn't going to get that strong down in the weeds where we would be.

Bish had company with him when he landed at Kirkby's on Saturday. Richard Schmidt, the fellow who bought Fox's Merlin was along for the flight. I hoped this trip would whet his appetite for some future flying with the Dragonflies. Who knows, he may become one soon.

As we conducted our pre-flight briefing I quizzed Glenn on the field conditions at Fox's. Bish said he didn't think there'd be much snow there. Nonetheless, he agreed to be the first to land because his Bushmaster was the only one among us sporting skis.

We blasted off Kirkby's runway 16 a few minutes later than we planned, but with big grins on our faces and plenty of anticipation about the adventure at hand. The Giant climbed well and felt strong and sure in my hands, responding to my every whim. The weather was pretty much perfect, too. It was comfortably warm and none of the forecast wind had materialized. I live for days like that.

As we crossed the Bow River I called for a climb to 4500' to clear the higher terrain ahead. Soon, we started taking pictures of each other in the famous Alberta Blue. The mountains made a wonderful and dramatic backdrop as we bopped around the formation snapping shots of each other's planes.

I recently acquired a new camera with a zoom lens and really wanted to

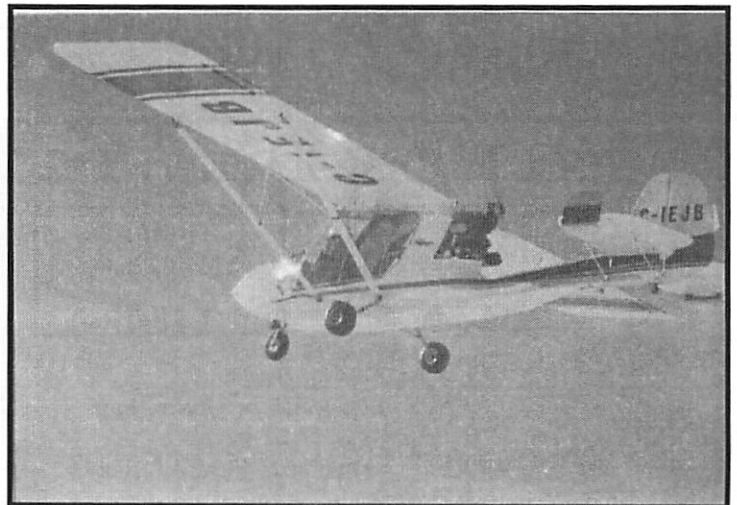
get some close-ups of Andy's Challenger. Andy's an accomplished formation pilot and we've spent many, many hours in tight off one another's wing. But until now, I've never had a camera that could really capture that closeness. I asked Andy to drop in ahead of our right wing so we'd have the nice scenery in the frame behind him.

Luckily, Gerry is also an excellent formation flyer and I've come to trust him implicitly with the Giant in close formation.

"Okay, Gerry," I said, "do that thing you do and get us in close to Andy's plane and I'll get the pictures."

"Roger," he replied. His face became a mask of solid concentration as we neared the Challenger. Soon our wings overlapped front-to-back and we flew through the same air that Andy had only a fraction of a second earlier. I started snapping away. I couldn't help laughing at one point, though, as I looked up to take a picture and saw Andy looking back to take one of us.

The photo-fest over, I glanced to the west and was surprised to see how the wind was howling in the Rocks. The mountain tops disappeared in a stormy white hell, and even from twenty miles away the violence of the wind and snow seemed to tear them apart. Gerry and I marvelled at *(continued on page 4)*



Gerry MacDonald got us in close enough for this shot of Andy's Challenger. Photo courtesy Stu Simpson.

*Porcupines - continued from page 3*

how the mountains all at once produced and controlled such fury. I quietly wondered why the weather had spared the Dragonflies today.

Turns out there were other surprises in store for us.

Once south of High River and Cayley we started picking more precise nav points and looking more earnestly for our destination.

I knew the club map listed it at 3950 feet, but looking at the Porcupines just ahead and checking the contour marks on the map near the strip, I started to wonder. I had a notion it would be higher. I called for the flight to climb and maintain 5000' so we'd have the extra margin in some unfamiliar, and potentially unfriendly, terrain.

Glenn went on ahead of the rest of the flight to scout out the terrain and find the strip. He soon spotted Fox's place but we could barely see him out there against the snowy hills. We just caught a glimpse of him as he started a wide left hand circuit. I called for Pete and Andy to go line astern so we wouldn't wind up turning into one another as we approached the strip.

Gerry and I soon made out what we thought was the runway, such as it appeared, and were rewarded with the sight of a hangar and windsock. The strip

ran uphill from northeast to southwest and higher terrain surrounded it on three sides. There was a gap between two ridges about half a mile from the southwest end of the strip. It'd be a life-saver for a plane on takeoff that

ever so gently, slowed and taxied up to the hangar. He reported the snow on the ground as being only about 3 inches deep, quite soft and with no drifts. He figured we wouldn't have any trouble with it.



*Peter's Cuby flies south toward Gary Fox's strip near Nanton.  
Photo courtesy Stu Simpson.*

couldn't climb as quickly as the hills, or in case of an over-shoot.

I was sure the strip was plenty short of a thousand feet. The uphill slope would help on landing, but if the snow was too deep it'd make for a pretty tough takeoff for planes with wheels. The good news was that the wind was only a few knots from the west. Had it been any stronger the resulting mechanical turbulence would have made our approach and landing much more, um, puckering.

"Dragonfly 1 to Dragonfly 2. Pete, are you up for this?"

"Ya, sure, lets give it a try," he replied. We could hear his smile.

"Number 1 to number 3, how about you?"

"Roger that, Stu. I'm ready to land."

I looked over at Gerry. He was diggin' this challenge as much as I was. I took over the stick again as he started checking the cockpit for anything that might interfere with the landing.

I entered the circuit and began our descent. As we got lower the terrain features became more visible than they were from higher up. The runway slope was more pronounced than we first thought. But we knew it was the snow depth that was going to be the crucial factor.

Final approach wasn't quite the way it is back home. We did this one at about a thirty degree angle to the runway. Just off the button sat a small horse paddock, a hedge, and an intersection of 3 fences. This may well be the single worst place I've ever seen for an engine failure.

"What's our airspeed, Gerry?" I asked a quarter mile back.

"Sixty", he replied instantly. And bless his heart for it. It really pays to have a switched on co-pilot.

I throttled back a bit to take advantage of the Giant's slow approach capability. I was doing it entirely by sight and feel now, concentrating on making it great. The far end of the runway was above us as I levelled out a few hundred feet back of the button. Bishell's ski tracks marred  
*(continued on page 5)*

Nonetheless, Gerry and I both knew this landing would have to be a good one; there just wasn't much room for error.

Glenn was now on short final. We watched from his high six as he brought the Bushmaster in



## Light Engine Service Ltd.

AUTHORIZED  
**ROTAX**  
REPAIR CENTRE

DEALERS FOR  
**Titan Tornado**  
**Challenger**

For Rotech Research Canada Ltd.

- Aircraft Sales - Service
- Rotax Engine Sales - Service - Parts
- Engine Test Stand Service
- Engine/Flight Instruments - Radios
- Propellers - Spinners - Accessories

Call: 780-418-4164  
or 1-866-418-4164  
e-mail:  
lighteng@telusplanet.net

RR1, Site 6, Box 11, St. Albert, AB T8N 1M8

### Porcupines - continued from page 4

the snow's perfect texture ahead, just a little to the right of where we were going to touch.

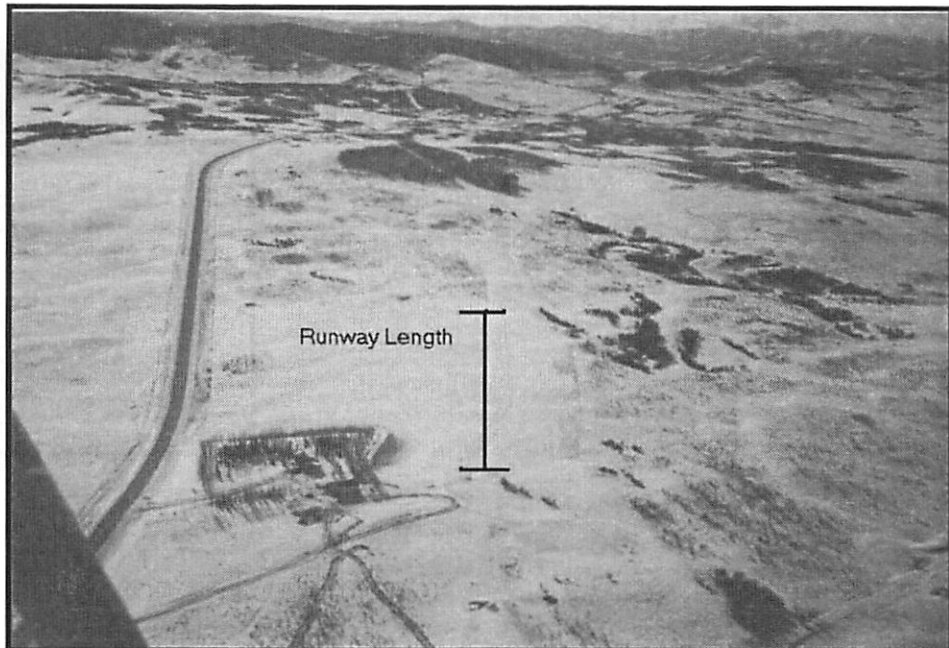
I don't mind bragging; my landing was terrific. I set the Giant into that strip like a mother sets her baby in a cradle. Even Gerry liked it, and he's very discriminating about such things.

Suddenly, the snow started eating up all our forward speed. I had to lay on quite a bit of power just to taxi. We mushed our way up to the top of the strip and shut down near Glenn's Bushmaster. The altimeter read 4450 feet, about 500 feet higher than we initially thought.

A quick look around revealed the surrounding terrain was higher than it looked from above. Also, the snow was soft and only three inches deep at the northeast end of the runway, but was quite a bit deeper and crustier toward the higher, southwest end.

Something we couldn't see from the air was a very pronounced slope that dropped sharply by about fifty feet at the southwest end of the strip. True, the drop could help a plane get some forward speed, but if a pilot had to abort there, he'd be going downhill on a slippery surface. There'd be no chance of stopping before the fence at the bottom.

We were going to have problems getting



Gary Fox's runway and the Porcupine Hills. Note the uphill slope of the strip. The surrounding ridges become much more apparent at lower altitude. Photo courtesy Stu Simpson.

out of this place.

Peter and Andy each landed in turn and taxied up to the hangar. Richard had the key for it so we all went inside to warm up a bit and admire his new Merlin. It's easy to see why Glenn was so complimentary toward Schmidt's purchase.

As Andy was pouring a bit more go-juice into his plane, we spotted a noisy speck approaching from the northeast. Within minutes a Bell Jet Ranger appeared overhead, circled and then gently touched down. The chopper stayed on the ground less than a minute, then took off again. We figured it was someone out doing some training.

It was time to go. We decided it'd be best to taxi and takeoff one ship at a time. Gerry and I would be first. We fired up and started our

back-track. Sure enough, the snow was causing us plenty of grief as we tried to power through it. We reached the end of the runway and I spun us around, trying to save momentum and overcome the snow's relentless grip.

I fire-walled the throttle and felt the Giant surge ahead for a few seconds, and then slow down as we dropped into a depression with deeper snow. Then we surged again as the snow thinned out. We accelerated slowly as I tried to put the wheels in our landing tracks. But it just wasn't going to happen. I cut the power at our agreed upon abort point.

I wheeled us around and we headed back for another try. Again we U-turned at the button and kept on going to save our precious speed. Our acceleration was agonizingly slow. We repeatedly surged and slowed as the snow and terrain alternately helped and hindered us. I worked the stick and pedals to follow the previous tracks and get the best combination of acceleration and lift.

"Airspeed thirty", Gerry reported. "Thirty-five. Forty". We passed our abort point and were at the top of the strip with the drop-off right in front of us. The (continued on page 6)



A close shot of Glenn's Bushmaster. The skis are why he landed first. Photo courtesy Stu Simpson.

Porcupines - continued from page 5

barbed-wire fence ahead looked twelve feet tall, but instinct told me the Giant could make it.

"Forty-five!"

"We're committed!", I told him as we crested the top of the hill. An instant later the snow surrendered and the Giant raced triumphantly skyward.

"We're up!" I exclaimed. We were clear of the ground and accelerating. Suddenly, we spotted a break in the ridge about 90 degrees off our right wing. It was a perfect hole and nearly straight into the wind. I banked the Giant and radioed our wingmen to follow the same course. Our speed grew quickly and I eased the stick back, concentrating on missing the quickly rising terrain surrounding us.

Once Gerry and I were safely away I started to worry about my wingmen. Peter has some fairly wide tires that might have trouble in the snow. In fact, he did have a lot of trouble. He nearly aborted but got just enough air beneath the wings to make it work. Gerry and I watched from above as Peter hung it on the jagged edge to get into the sky. He's a guy who knows his airplane.

Andy had the least trouble of any of us. Even though his Challenger's got wide, draggy tires, its light weight and miniscule wing loading made it a snap jumping into the air.

I was most worried about Bish. Because

of his Bushmaster's prop and gearbox combination, which is optimized for cruise rather than climb, his takeoff runs have never been spectacular. His Bushmaster is also heavier than mine, and he had a second pilot aboard. On the other hand, his skis would defeat the snow better than any wheels.

Glenn accelerated very slowly and from our perch it looked like he made it a good way down the southwest slope before he broke ground. He went for the gap straight ahead instead of turning. He told me later he thought he'd stall if he turned the way we did. A minute later he banked right and crested the ridge with a couple hundred feet to spare. Then he and the rest of us turned northeast for Kirkby's.

Andy and Glenn didn't stop at Kirkby's, opting instead to keep going for their home 'dromes. On the ground in Kirkby Field's pilot lounge, Gerry, Peter and I talked excitedly about our day of adventure and regaled anyone who would listen with our feats of aerial skill and daring-do. Actually, Bob Kirkby was the only other guy there, but you get the point.



CURRENCY  
ULTRALIGHT  
FLIGHT SAFETY  
COURSES

AVG Aviation Services can keep you current and safe. Don't let your pilot skills get rusty. Our three hour refresher course covers pre-flight, en route and emergency procedures in a relaxed professional atmosphere. Our rates start at just \$25.00 per hour for instructor pilot. AVG will supply aircraft or you can use your own. Flight operations conducted at your home field or at Calgary International or Springbank. For more information and bookings please call 403-617-1831 or visit us on the web at:

[www.hotplane@hotplane.ca](http://www.hotplane@hotplane.ca)

We agreed that this type of flying seems, quite rightly, to be the exclusive preserve of ultralight jocks and bush pilots. And since there are darn few bush pilots near these parts, we figured it's up to us to make sure such flying gets done.

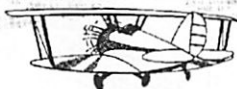
We had a ball flying to the Porcupines, and I definitely plan on taking the Giant back. But next time, I think I'll wait for when there's a bit less snow. →

## The First Flight

Orville Wright described the first powered flight thusly: "The course of the flight up and down was exceedingly erratic, partly due to the irregularity of the air, and partly to lack of experience in handling this machine."

Has anything change 99 years later?

BLUE YONDER



AVIATION

936-5767

Located at  
Indus-Winter  
Aire-Park

### Dealers for

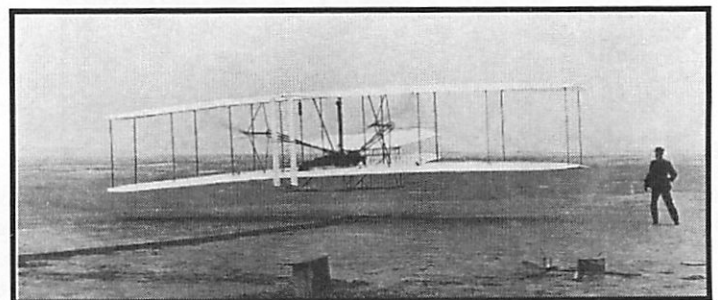
Easy Flyer

T.E.A.M. mini-MAX

Build and fly this  
popular kit for only  
\$6500.00

Merlin

- Flight Training
- Ground School
- Intro Flights \$25.00
- Gift Certificates
- Rentals (Block time)



Orville Wright makes the first powered flight December 17, 1903 while Wilbur runs along side. Photo courtesy Smithsonian Inst.

## Points To Note

by Brian Vasseur

I fly Corporate Express or SmartSky between Calgary and Edmonton fairly frequently. I prefer these small charters for a number of reasons. First is that it takes me into downtown Edmonton which cuts an hour off my commute. Second is that they haven't put the bulletproof cockpit doors on these planes so I can sit in the front and point out what the pilot is doing wrong. Now I miss the big airport where some snotnose teenager security dweeb probes me in places my doctor doesn't touch, but sacrifices have to be made.

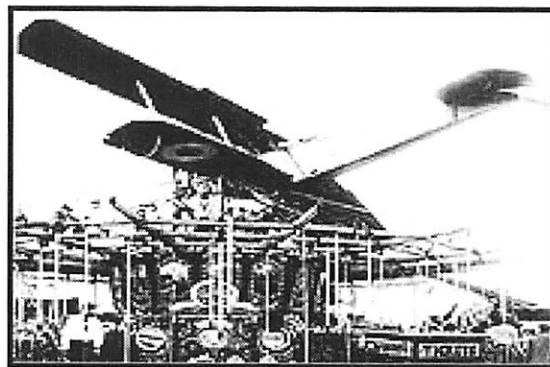
Something I've found interesting is that as we get near the destination the pilots seem to like to get to minimums as soon as they're cleared to be there. After about a dozen flights I realized that the place where they were descending thru 5200 feet was about where Kirkby field was. Depending on how they were vectored that also might include Stefanik's field. I probably would have noticed this if I had looked at the map.

For those of us who fly into Kirkby's, and more importantly might overfly it, a quick review of the current airspace and published altitudes is in order. Then subtract 500 feet from those numbers for the IFR who's in a hurry to get down. And keep an eye to the SE for any bright lights coming towards you. You can be sure that anyone flying IFR into Calgary doesn't know about the local ultralight fields, but they're leaving a trail of wake turbulence that will be settling into your airspace so don't be quick to pass underneath them.

Just as an aside to all of this, I noticed something interesting when I was flying in a JetStream 31. The panel is loaded with all the really expensive avionics, TCAS and other goodies all costing a small fortune. On the centre console is a handheld GPS. Kinda puts it all in perspective. →

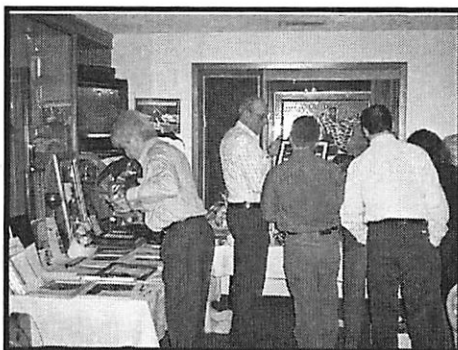
## A Little bit of History

Calgary's own World War I ace, Freddie McCall (37 victories), joined up with Wop May after the war in a western Canadian barnstorming venture. During the 1919 Calgary Exhibition McCall was piloting a Curtiss JN-4D with two passengers when the engine quit after taking off from the infield. Rather than put the aircraft down on the crowded mid-way he orchestrated a perfect stall and landed on top of the merry-go-round - with no injuries.



## Scenes from the annual CUFC dinner, February 16

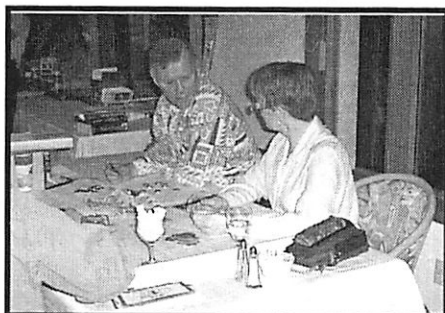
Our 2002 annual club dinner was a success. Over 50 people attended and the silent auction brought in over \$700. Many thanks to all those who donated items to the auction and to Guy Christie for organizing the evening.



*The silent auction is always a big hit.*



*Brian discusses the finer points.*



*Carl and Barb count the proceeds - \$700*



*What a great shot of Andy's head.*

# CUFC 2002 Membership List

(If your listing is not correct please advise Bernie Kespe)

Light Engine Service	Edmonton AB	403-452-4664			
Anderson, Adrian	Calgary AB	403-936-5700			
Askew, Doug	Kaslo BC	250-352-7175			
Askew, Graham	Nelson BC	250-352-3264			
BabCock, Bob	Calgary AB	403-271-5097			
Baljak, Al	Calgary AB	403-541-0631			
Beck, Creighton	Calgary AB	403-244-7465			
Beck, Ted	Calgary AB	403-936-5369			
Bergman, Dick	Calgary AB	403-253-7239			
Bishell, Glen	Carstairs AB	403-337-2564			
Boss, Harry	Calgary AB	403-257-1078			
Botting, Allan	Calgary AB	403-241-9166			
Boulton, David	Okotoks AB	403-938-5202			
Brown, Winston	Calgary AB	403-236-4081			
Brumm, Carl	Pembroke ON	613-732-3551			
Burton, Bob	Calgary AB	403-257-1945			
Campbell, Robert	Strathmore AB	403-934-3657			
Christie, Guy	Calgary AB	403-253-6498			
Colborne, J.R.	Brigden ON	519-864-4663			
Corner, Jim	Calgary AB	403-288-8924			
Crane, Lenora	Calgary AB	403-292-4131			
Creasser, Jim	Balzac AB	403-226-0180			
D'antoni, Edward	Calgary AB	403-247-6621			
Doeherty, Al	Erskin AB	403-742-5382			
Duff, Chuck	Dewinton AB				
Dyck, Elmer	Calgary AB	403-288-3737			
Enmark, Terry	Calgary AB	403-226-4022			
Fedaj, Ted	Champion AB	403-897-2117			
Forman, Carl	Calgary AB	403-283-3855			
Fortune, Doug	Calgary AB	403-284-3945			
Van Gisteren, Ted	Calgary AB	403-255-3913			
Goldsmith, David	Calgary AB	403-289-9310			
Gunnlaugson, Val	Lethbridge AB				
Gustafsson, Andy	Calgary AB	403-247-3245			
Haakenson, Mel	Berwyn AB				
Haley, John	Airdrie AB	403-912-2440			
Harrison, Mac	Calgary AB	403-208-0446			
Homer, Stan & Lynn	Calgary AB	403-253-4808			
Huzzey, Reid	Calgary AB	403-272-9090			
Janzen Ron	Coaldale AB	403-345-3013			
Johnson, Dan	Calgary AB	403-243-7934			
Johnson, Fred	Calgary AB	403-730-8955			
Jordache, Beatrice	Calgary AB	403-607-2172			
Karr, Robert	Calgary AB	403-287-0897			
Kespe, Bernie	Calgary AB	403-255-7419			
Kirkby, Bob	Calgary AB	403-569-9541			
Kirkman, Chris	Calgary AB	403-280-1843			
Komm, Garrett	Calgary AB	403-257-3127			
Kooyman, Bob	Calgary AB	403-281-2621			
Lange, Bruce	Innisfail AB	403-227-6577			
Lawrence, Brad	Calgary AB	403-251-3471			
Leblanc, Norman	Calgary AB	403-590-1632			
Leonzio, Don	Marysville BC	604-427-2046			
Macdonald, Gerry	Calgary AB	403-275-6880			
Mackell, Raymond	Standard AB	403-787-2427			
			Mawdsley, Harry R.	Calgary AB	403-974-1205
			McNab, Dave	Calgary AB	
			McNeill, Ken	Calgary AB	403-265-5910
			McNeil, Al	Calgary AB	403-281-0075
			Millington, Graham	Calgary AB	403-254-1840
			Mitchell, Dan	Calgary AB	403-238-4254
			Motyer, Larry	Calgary AB	403-273-7023
			Munchrath, John	Rockyford AB	403-533-2140
			Myslawchuk, Ivan	Rockyford AB	403-533-3972
			Nichols, Ron	Calgary AB	403-240-1102
			Orsulak, Robin	Calgary AB	403-852-2592
			Pedersen, Wayne	Claresholm AB	
			Petran, Dr. Stan	Calgary AB	403-278-0299
			Petryshen, John	Calgary AB	403-239-0289
			Piepgrass, Bruce	Calgary AB	403-255-6210
			Pook, Jim	Yellowknife NT	403-873-3953
			Procyshen, Dave	Calgary AB	403-257-8064
			Rasmussen, Knud	Yellowknife NT	867-873-2133
			Rasmussen, William	Calgary AB	403-640-4364
			Rebitt, Ron	Calgary AB	403-207-1147
			Regier, Marvin	Edmonton AB	780-495-3871
			Robinson, Dale	Calgary AB	403-293-3826
			Sadowinski, Mike	Medicine Hat AB	403-504-0132
			Scarlett, Donald	Kaslo BC	250-353-2563
			Schmitt, Richard	Carstairs AB	
			Sherriff, Stan	Strathmore AB	403-934-3460
			Simpson, Stu	Calgary AB	403-255-6998
			Skulsky, Kim	Calgary AB	403-208-2813
			Slater, Marty	Edmonton AB	
			Stark, Wilf & Lynn	Balzac AB	403-226-6580
			Tanner, Casey	Calgary AB	403-278-4469
			Taylor, Ken	Calgary AB	403-660-2157
			Tebbutt, Gord	Calgary AB	403-288-0545
			Therrien, Al	Strathmore AB	403-934-5987
			Thomson, Jim	Calgary AB	403-279-2252
			Twiss, Dr. Joel	Red Deer AB	403-309-0442
			Van Cise, William	Walsh AB	403-937-2013
			Van Eerden, Garry	Calgary AB	403-273-9294
			Vasseur, Brian	Calgary AB	403-226-5281
			Vongermieten, Mark	Calgary AB	403-936-5347
			Ward, Douglas	Calgary AB	403-282-0806
			Wawzonek, Edward	Calgary AB	403-286-2664
			Wegerich, Peter	Airdrie AB	403-948-5704
			Wells, Norman	Turner Valley AB	403-933-7975
			Wells, Terry	Calgary AB	403-256-8732
			White, Russ	Kaslo BC	250-353-2495
			Whitney, Les & Betty	Blackie AB	403-684-3459
			Wickersham, Dennis	Linden AB	403-546-4306
			Wiedermayer, Gene	Calgary AB	403-256-9545
			Winters, Wayne	Calgary AB	403-936-5347
			Wood, Barry	Irricana AB	403-935-4609
			Wright, Fred	Calgary AB	403-256-5913

## Stats

Total Members: 107

Calgary and area: 82

BC: 5 NWT: 2 ON: 2

Rest of AB: 16