



Skywriter



Monthly newsletter of the Calgary Ultralight Flying Club - COPA Flight 114

March 2004

From The Cockpit

by Dale Procyshen

I would like to thank everyone that attended and helped out with our CUFC Annual Banquet; it was again a great success. We had a good variety of silent-auction donations for aviation and non-aviation guests and we raised more money than last year. I would also like to thank the McKenzie Meadows Golf Club for their donation of a round of golf with cart for two. We truly have a great group of friends in this flying family, the room was full of chatter all evening long as many renewed their friendship and others started new ones. It was a treat to watch the faces of the group as we played a variety of old photos on the big screen of people and planes, past and present, I thought it would be nice to surprise the gang with a trip through time. I'm sure next year will again be great time. I did have a big smile as I stood outside my house the next day and saw 3 dragonfly's go buzzing by just like a fly past, it looked like the Giant, Harvard and Merlin.

With spring just around the corner it is time to start planning for this years events. The spring "Rust Remover" is April 24th at Cardel Homes in the lower theater. We will be charging \$5.00 to help cover the cost of lunch and refreshments. Bob Kooyman will again be the M.C. for this event. Please let us know if you will be attending ASAP, as we will need an approx. head count to order lunch. We will have a sign up sheet

at the next 2 meetings; questions please call Bob Kooyman or myself.

I would like to thank Andy Gustafsson for taking me up for a flight in the Mighty Merlin. Andy had the skis off since there is not really that much snow around. It has been 2 months since I flew in a side-by-side plane, I normally fly a tandem but I did find it took some getting use to, as it is a different setup. I found that in a turn I had to step on the ball (turn/bank indicator) too many times. I too found this on Stu's plane, as I would make a turn the ball was not in the center. I do not have a turn/bank in my plane so I will have to try the old string trick and see how my co-coordinated turns are. This should help me to see if I fly differently in a tandem vs. a side-by-side. Andy said he flies by the feel in the seat (butt), I found the same thing in the tandem flying by the feel in the butt. When I do get back to flying the Beaver this spring I will be doing my thing of "practice, practice, practice", cause no matter how much you fly for pleasure you still need to work on the basics.

The speaker this month will be Clark Seaborn. Clark will do a presentation about the "National Air Tour" he participated in this past summer.

Be safe. →

Annual Raffle

The annual raffle draw took place at the February meeting. The lucky winners were:

1st prize: a 12volt Makita drill set went to Glenn Bishell;

2nd prize: a 9.6 volt Makita drill set went to Steve Derksen of Edson;

3rd prize: a JET 3/8" drive socket set went to Murray Cherkas.

Thank you to all those who entered the raffle. This is and the silent auction are the two big fund-raisers for the club and contribute to keeping our membership dues so low.

Skate-a-kid-to-camp Successful

Speaking of fund raisers I would like to thank all those would sponsored me and Alberta Computer Cable in the annual Skate-a-kid-to-camp fund raiser for the Between Friends Club held on February 28th. This year the CUFC members donated \$975, which is fantastic.

ACC has been supporting this event for 10 years and each year it gets better. This year we decided to match donations from club members and our vendors. That inspired many to donate more than usual and we ended up raising a total of \$14,800, including the matching amounts. The entire event raised \$58,000 in total which will go a long way to subsidizing the cost of sending Youths with Disabilities to Camp Bonaventure this summer.

On behalf of the ACC staff and Between Friends, thank you for your support.
Bob Kirkby, President, ACC

For Sale

Block time - Plane sitting? I want to buy block time in your certified or homebuilt plane to build hours towards my commercial rating. Brian Vasseur 512-9045.

Engine - Arrow 500 GT, 65hp, 2 cylinder, horizontally opposed, 93 hrs, \$1200. Peter Wegerich, 403-862-7148, email wegericp@telusplanet.net (02/04)

Cuby II - 2-place, side-by-side, 65hp MZ202, low time. Beautiful yellow airplane I need money for my next project, \$19,000. Peter Wegerich, 403-862-7148, email wegericp@telusplanet.net (02/04)

MiniMax - Rotax 447, ground-adjustable prop, Tach, Alt, ASI, hobbs, 173 TT, \$7900. Stan (403) 934-3460 ve6vwg@telus.net (02/04)

SkyPup - 38 hours airframe and rebuilt Rotax 277. I flew Dec. 17 and should not have. The right wheel hit a snowdrift on taxiing and broke off. The left wing has punctures and one rib is damaged. The prop is damaged. Very stable airplane but does not like wind. Cruise at 55mph on 1.3 gallons per hour. Single seat. Three axis control. Plans built. \$500. OBO. Bruce Lange 403-227-6577 langeb@rvvs.com (01/04)

Himax Parts - All hardware for a Himax 1700, both aileron and rudder control cables, complete tail section and tail wheel, right wing and both ailerons, two 5 gallon wing tanks, Alt, AS, Tach, EGT, CHT, Compass, Antenna fuel pump, Gascolator. Barry 403 935-4609 or barryleewood@hotmail.com (12/03)

Phantom One - 1982, 135TT airframe and engine, flies weekly, \$4,200 OBO. Dick Rankin 403-286-5735 (11/03)

Spiral wrap - 5/8" spiral wrap, nylon, approx. 100' available, \$0.15 per foot. Bob Kirkby 569-9541 (11/03)

Avid Aerobat - Advanced Ultralight, 102

hours since rebuild completed in January 2003, new Rotax 582 engine 3:1, Powerfin 2-blade 74" prop, new VFR instruments, new interior, new fabric and paint (red and yellow), wings rib-laced, new wide stance gear, new double tail spring with Matco tailwheel, tricycle gear option included, new cowling with twin rads, folding wings provide easy storage in garage, cabin heat, all maintenance logs up to date, cruise 95 to 100 mph, \$24,900.00, Troy, (403) 936-8424 or email for pictures brancht@tsesteel.com (10/03)

Notice: Classified ads are free to CUFC members. Contact Bob Kirkby to place or renew your ad (see masthead). Ads will be dropped after 6 months unless renewed.

Ads reprinted from the St. Albert Flying Club Newsletter

Modified Himax partially complete - fuselage 65% complete, empennage complete ready to cover, spars/ribs built, sufficient material to complete wings. Volkswagen engine with Colin Walker prop. Complete set of instruments. Excellent bargain for knowledgeable builder, \$3000. Viv Branson 780-460-8753 or email vbranson@interbaun.com.

1998 Folgore ST - highwing taildragger, side-by-side 2 place, Rotax 912, 200TT, flaps, stalls at 38 mph, cruises 85 - 90, 1200 lb gross. Amateur built category but can be flown with U/L permit. Heated, full instrumentation, ELT, radio, nav lights, skis, 17 gal tank, 4.5 hr range, 25 lb baggage compartment, Red and yellow, in excellent condition, \$28,000 OBO. Rob 780-720-5597 or 780-476-9312.

Team Airbike plans - complete set, manuals, excellent condition, \$200 including shipping, OBO. Reg Lukasik 780-459-0813.

Puddle jumper amphibious floats - used, \$2500. Dan Pandur 780-418-

Skywriter

Skywriter is the official newsletter of the Calgary Ultralight Flying Club - COPA Flight 114 and is published 12 times per year. Forward your articles and letters to:

Editor: Bob Kirkby 569-9541
e-mail: bob@skywalker.ca

Calgary Ultralight Flying Club COPA Flight 114

Meetings 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, Calgary.

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e-mail: cimac@telusplanet.net

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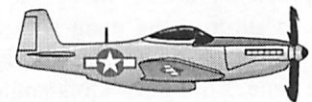
Director: Robin Orsulak 333-3833
e-mail: vquest1@yahoo.com

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The CUFC Air Adventure Tour 2004

by Stu Simpson

Planning for the Alberta Air Adventure Tour 2004 is underway. A group of participants met in February and decided on the plan for this summer's Adventure. Here's the itinerary:

Day 1

Monday, August 23rd
 Kirkby Field - Innisfail: 70 miles
 Innisfail - Rimbey: 45 miles
 Rimbey - Drayton Valley: 50 miles
 Drayton Valley - Edson: 85 miles

Day 2

Tuesday, August 24th
 Edson - Jasper/Hinton 85 miles
 Jasper/Hinton - Edson: 85 miles

Day 3

Wednesday, August 25th
 Edson - Whitecourt: 55 miles
 Whitecourt - Swan Hills: 35 miles
 Swan Hills - Barrhead: 55 miles
 Barrhead - St. Albert: 40 miles

Day 4

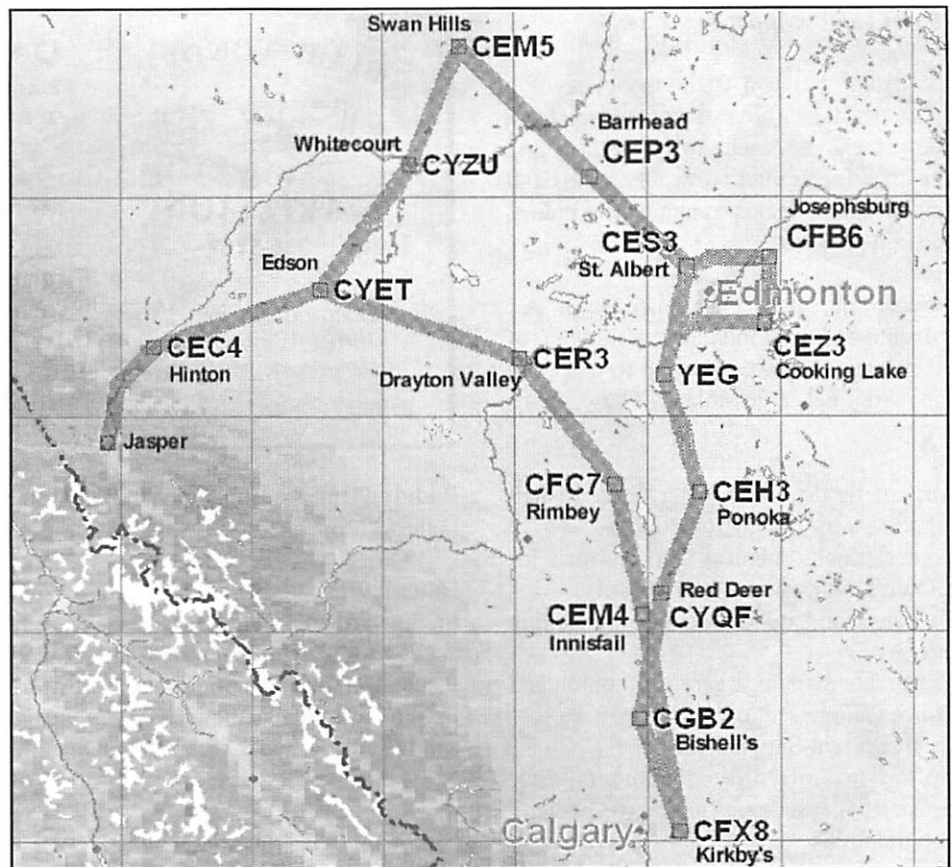
Thursday, August 26th
 St. Albert - Josephsburg- Cooking Lake - St. Albert: 90 miles
 (via circumnavigation of Edmonton)

Day 5

Friday, August 27th
 St. Albert - Ponoka: 75 miles
 Ponoka - Red Deer: 35 miles
 Red Deer - Bishell's: 45 miles
 Bishell's - Kirkby Field: 40 miles

As with last year's trip there are strips listed here where we might not land, and vice versa.

We're taking a different approach this year by utilizing a 'hub-and-spoke' system. For instance, on Day 2 we're flying into the mountains as far as Jasper then landing at Jasper/Hinton and returning to Edson later in the day. This will make it a lot easier on the ground crew and allow them and the flight crews more time to relax and enjoy



The 2004 Air Adventure Tour route.

more of the trip. Day 4 is similar, with a fairly short morning flight around Edmonton with stops at a couple of different airports. Then the rest of the day is free for being tourists.

We won't be implementing a pre-trip public relations strategy this year. We will, however, be making efforts to contact and meet with the local flying communities at the various stops. This year we're trying to stop at numerous Alberta airports that we haven't visited before.

Right now it looks like we'll have between 15 and 20 airplanes along and we'll be using the ground marshalling plan that Bob Kirkby and Gerry MacDonald developed last year. For safety purposes in flight we'll limit our groups of aircraft to a maximum of five with a designated flight leader. This works really well. It's important to note that any participating aircraft will be expected to depart with a fully functional two-way radio.

It's important to note that R.A.A. members

are also very welcome to participate in the Tour. The R.A.A. people were a wonderful addition to last year's Adventure.

Ground Crew

Ground crew is the glue that holds these trips together. Ground vehicles carry equipment, shuttle people to and from the airports to overnight stops and provide crucial assistance in practically every other aspect of the trip. As a way to say thanks to our ground support people, wherever possible, safe and legal, participating pilots will be providing flights to ground crew members during the trip. We're coming up short so far in terms of ground support personnel and vehicles. If anyone has an interest in participating as ground crew, contact Stu Simpson.

Equipment Notes

We've compiled a list of equipment that helps to make the flight safer and more enjoyable. The list includes items such as Glen Bishell's & Bert Lougheed's auxiliary
 (continued on page 4)

fuel tanks that can fit in the back of a pick-up trucks (aircraft can refuel from these tanks at each stop), radios and antennae for ground crew, CB radios and antennae, personal communication radios, and cell phones.

In addition, past experience with Air Adventure Tours indicates a number of other items for pilots to bring to make the trip safe and enjoyable. These items include:

- Aircraft tie-downs (contact Glen Bishell for some very light, strong ones)
- Control Locks (contact Carl Forman for info on building them very cheaply)
- Fuel jugs and oil (pilots will be mixing their own)
- Up-to-date maps (Calgary, Edmonton and Prince George sectionals)
- Canada Flight Supplement
- Up-to-date aircraft documents, eg. registration, insurance, licences (especially important this year)
- GPS and extra batteries
- Tool kit with hose clamps, 100 mph tape, lock wire, cotter pins, etc.
- Extra tires or tubes, tire pump, cooling fluid.
- Bug repellent, windshield and prop cleaner, paper towel
- Money and/or credit card
- First aid kit and/or survival kit, water and food, survival blanket
- Proper clothing, including adequate footwear, gloves
- Knife and/or multi-tool, survival book, compass, pup tent
- Matches
- Camera and film, notebook and pen



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Radio and intercom batteries, flashlight and batteries.

Naturally, not all these items can be carried in the airplane. However, having easy access to them, even from the ground vehicles, will make it much easier to effect field repairs, deal with minor emergencies, and generally make the trip much more enjoyable.

Financial Considerations

We'll be collecting money from participants prior to departure this year. Each person who owns a participating aircraft will need to provide \$75.00 by August 1st. This is non-refundable. The money goes to cover the fuel expenses of the ground vehicles and to the cost of lunches, which will be catered again by Sheila Harrison and her crew. This means the ground crew won't be out-of-pocket for their expenses. If someone drops out after August 1st. they can get their deposit back if someone else takes their spot. Any money left over from ground crew expenses, then goes toward a pilot's enroute aircraft fuel expenses.



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Participants who are not aircraft owners will need to pay \$20 before August 1st, which simply goes to cover their lunches. Please contact Ken Taylor, Air Adventure Tour Treasurer, for further details if you have any

questions on this aspect of the planning.

Things To Do Between Now and Departure Date

There is plenty to do between now and August 23rd. We need to finalize the participants list and ensure all aircraft, ground

vehicles and equipment are up to snuff. For pilots planning to fly the Tour it might be a good time to start preparing your aircraft. Ensure the airframe and engine will be in good shape for the trip. Equally important, make sure your radio and intercom gear is working properly. Club member Gerry MacDonald can provide a wealth of guidance with these items. There will be a few more meetings to finalize details, but we'll provide plenty of notice for those.

Any CUFC member who is interested in participating as either aircrew or ground crew, please get in touch with Stu Simpson at bushmaster@shaw.ca

I strongly encourage as many people as possible to get involved. The challenges, achievements and camaraderie of these trips make them absolutely unforgettable adventures and create memories that will last a lifetime! →

Instruments for Ultralights

Bob Kooyman came across this source of electronic instruments for Ultralights and Homebuilts. The company is Para-Aviation Inc. located in Victoriaville, Quebec. They have a very complete selection of electronics instruments on their web site and all pricing is in Canadian dollars. Check it out:

www.para-aviation.ca/english/SmartSingle.htm

Flying Events

April 3-4 - EAA Sheet Metal Basics workshop to be held at High River airport. For info and to register call 800-967-5746 or go to www.sportair.com

April 24 - CUFC annual safety seminar. Details TBA. Contact Dave Prosyshen.257-8064.

May 9 - Sundre fly-in breakfast, 0800 to 1100. Contact Alf Bisknell 403-638-9001.

May 30 - Medicine Hat fly-in breakfast or lunch, 1000 to 1400hrs, RAAC hangar. Contact Bob Sturgess 403-526-5248.

June 5 - Linden sports day and fly-in breakfast. Breakfast served 7:00am to 9:30am. Contact Dennis Wickersham 403-546-4306.

July 10 - Annual Chestermere-Kirkby Field fly-in breakfast. 8:30 am to Noon. Contact Bob Kirkby 569-9541

July 16-18 - Annual COPA Convention and AGM in Fredericton, NB. Info: www.copanational.org

March Meeting

Our speaker for the March meeting will be Clark Seaborn. Clark will speak about his participation in the US National Air Tour this past summer with his Fokker Universal.

EAA Workshop Comes to Canada

EAA marks a significant milestone on April 3-4 with the first EAA SportAir Workshop held in Canada. The workshop, Sheet Metal Basics, will take place in Calgary, Alberta, at the High River Airport (CEN4).

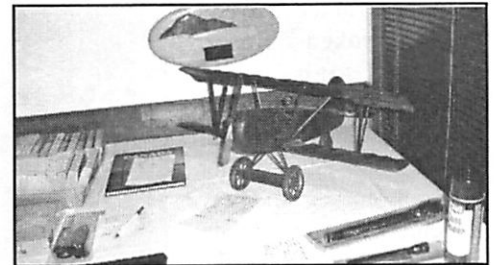
"Canadians are an important part of our membership with a lot of homebuilding activity," said Charlie Becker, EAA Aviation Information Services. "We want to help more people make an informed decision about building their own aircraft. Oftentimes, the only thing stopping them from getting started is a little education and confidence"

Annual Dinner Successful

The annual CUFC February dinner was held on Saturday, February 12, with over 60 folks. Everyone seemed to have a great time and the silent auction was a hit. The club raised \$720 from the auction. Dave Procyshen deserves a big thank you for organizing the event. Photos of the dinner were taken by Bob Kirkby.



Gerry Theroux and Barry Wood examine items on the silent auction tables.



A hit of the auction was this wooden bi-plane model donated by Carl Forman.



Silent auction tables draw a crowd.



Barb Roberts taste-testing Carol Mitchell's door prize.



Friendly conversation around the bar kicked off the 2004 Annual CUFC February dinner.



After dinner conversations last until 11pm.

At the Mercy of the Winds

by Andy Gustafsson

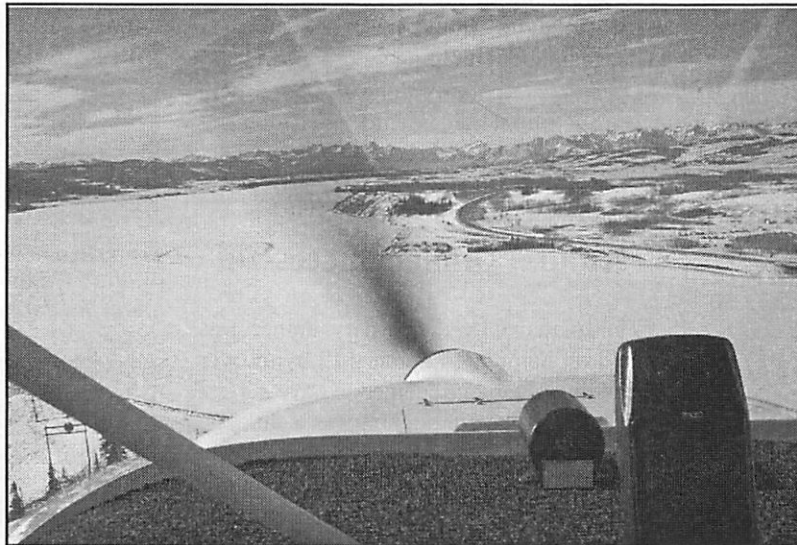
I tightened my seatbelt a little more after that first heavy blow to my airplane. I remembered the Saskatchewan thermals of last summer but this, this was serious stuff. Ghost Lake was two miles off the nose of my Merlin. The mountains to the west of the lake had never looked closer, clearer, and more intimidating than today. I was determined to land on the ice and enjoy a hot cup of coffee and my lunch. The mountain wave caused by the famous "Chinook wind" was about to give me an education in flying today.

The day had started breezy and cloudy. The weather office promised winds diminishing to light with clear skies throughout the region, and for a while they were right on the money. I had

topped up my fuel tanks and done a thorough preflight inspection. With the snow in the fields and the unknown snow conditions on Ghost Lake, I thought it wise to strap on the skis, just to be on the safe side. I was ready for the foothills. Advancing the throttle I was airborne in 150' and with a gentle right turn set up a climb at 60 mph. The skis slow me down a couple of miles an hour but who was in a hurry?

I set up a cruise of 75 mph and started to take in the views of a crisp Alberta winter day. The mountains to the west seemed so close I could touch them, and looking to the east I could see Strathmore in the distance. With the prairies behind me I started my climb to clear the hills at Cochrane. The air was stable, but the odd wingdrop and bump told me that the airmass was hiding unseen surprises.

Because of the Springbank training area just north of Cochrane I stayed well below their route and kept scanning for aircraft. They use the area north and to the west of Cochrane for their training so one has to be on the look-out for traffic. Just as I cleared the north side of Cochrane hill the first hint of the "mountain wave" made its presence felt. The "elevator" was going up and there was nothing that I could do about it. I just went along for the ride. As suddenly as it started, it stopped. What goes up must come down I thought. I didn't have to wait



"I had my hands full, but managed to shoot a picture on final." - Andy

very long and down we went, just to fly into perfectly stable air again. I started to relax and shot some pictures of the mountains in all their glory. The majestic beauty of the foothills with the Rockies as a backdrop was truly showing its splendor. The freshly powdered peaks and the sparkling Bow River as it was winding its way east was all mine to see this day.

A kick in the pants from the churning turbulence woke me up abruptly and it was back to the business of flying the plane again. The "wave" was showing me what it could do to educate a lone pilot over the hills and valleys, on a sunny day in the middle of winter. I started to descend through the "air gone mad" and picked a landing spot on the ice. I had my hands full, but managed to shoot a picture on final before I got ready for my landing. The Merlin was shaking violently as I

descended for the snow-covered lake. The touch down went smoothly and I came to a halt in 50'. I shut down and swung the door open. Was it ever windy! The valley to the west funnels the winds in over the lake, and the surrounding sharp hills make the air extremely turbulent in the strong westerlies.

Ghost Lake was totally deserted. A few fishing huts stood alone further out and a dozen or more iceboats closer to shore waited for their owners to set sail. I poured myself a cup of hot coffee and enjoyed my lunch, got sun tanned a bit and felt ready for the next phase of my adventure. The flight back.

The take-off run lasted less than 50' and I was climbing hard without gaining too much ground. I was totally at the mercy of the "Chinook" winds but kept flying my plane and gained 700' before I started my turn to the east. I leveled out and glanced at my GPS, 110 mph ground speed. Talk about tailwind. The mountain wave kept throwing me around violently and I started climbing again to get out of

the worst turbulence. After about 5 miles the wind let go of its grip and my ground speed started to slow down again. Calgary was coming into view to the southeast. The light brown haze over the city was forming and signaled a change in the weather. The rest of the flight was as smooth as glass, making my visit to Ghost Lake seem strange. How could the weather be so very different from the flat prairie?

What I had learned on this flight was that things don't always turn out the way they appear from a distance. The mountains may look very nice and inviting but be warned. They can spoil your day if you are not careful. Make sure that your airplane is in airworthy condition; know its capabilities and also your own abilities to stay focused for the task at hand, in any situation. Fly safe. ➔

Joe Pilot

by Brian Vasseur

In the last month things have progressed pretty quickly. I've got just over 20 hours in the C172 now and I'm just now starting to feel comfortable in it. My idea of comfortable is this: I know where everything is in the airplane without looking for it, I can do a lot of things by feel such as setting power or climb attitude without having to look down, and I have a better idea of what normal is as far as control response and handling qualities.

It's an interesting learning process as I look back on my first 20 hours. In my first few flights I was totally overwhelmed, but I expected that and the instructor was there catching things that were getting past me like instructions from the tower. For hours 3-6 I was starting to unlearn some of my ultralight habits and learn the Cessna routines. This was fairly easy because it was fresh in my mind that it was different.

For hours 7-10 I started to get worse. Previously I was just overlooking things like remembering to set the DG every 15 minutes or do a post takeoff checklist. Now I was remembering all of the things I had to do but I was doing them so laboriously that I was making mistakes. I've lost count of the number of times I went off course or descended looking at a checklist or setting a radio frequency. To aggravate you and ruin your concentration the radios are always busy, and every interruption to see if the radio call is for you makes you go back and repeat whatever you were doing at the time.

Finally after about 10 hours I felt like I was starting to improve and I was developing a pattern to everything I was doing. I was still quite slow but I was just to the point where each lesson seemed to have a marked improvement. Then, at about 16 hours, I hit a plateau. I was used to seeing noticeable progress in every lesson, but for the next 3 or 4 hours I just didn't seem to get better. My instructor finally just stopped me and pointed out that I was trying too hard to perfectly control the

airplane. I did the next circuit, only looking at the altimeter and airspeed a couple of times, light pressure on the controls, and just followed the airplane in the descent. The landing came out really well, not at the point on the runway I aimed for initially, but now I was working with the airplane and not against it. After that I started to see slow but steady improvement again. Anxiousness is being replaced by cautious optimism.

I've also managed to finish ground school and wrote my PPAER exam. \$105 plus parking for the privilege of doing this but I scored high marks and this gives me more hope that I may have an aptitude for flying after all. The last half of ground school had some really useful information in Meteorology and Navigation. I never understood MET at all before, but I've got a good enough handle on it now that I understand some of the predictable things about weather.

Navigation was probably the most useful part of the course. In the past my navigation was either "it's off in that direction about an hour away" or "press the NAV button on the GPS". An example of useful information was that two finger widths = 10 miles on a VNC chart. If you're one mile off course, 60 miles from your starting point, then that's about 1 degree. Drawing 10 degree lines on your map is an easy way to visualize how many degrees you've drifted without getting out a ruler and protractor. If you're less than half way you use the double angle method to get back on course, if you're more than half way you add both your departure and arrival angles for your new heading. There's lots more, you really need to go through ground school to learn all this.

Something I really enjoyed has been the instrument time under the hood. I did a few hours in the simulator which is a pretty close approximation of a light twin. Instead of instruments it's just like Flightsim, the 1998 version, not the new one with all the fancy features, but it works well enough to practice following a VOR and doing manoeuvres with just instruments. The controls have realistic feedback and it pretty accurately represents a C172. It's also way cheaper than renting a plane.

I've also done about 3 hours under the hood in the airplane and this was a lot more interesting. Following headings and doing basic manoeuvres went quite well, but there were several times when I had really bad vertigo. Usually after a turn when I was climbing or descending my mind completely disagreed with the instruments. I had no difficulty following the instructors requests and flew the airplane well, but there were moments flying straight and level when my mind was totally convinced I was in a steep turn. It took a lot of concentration to not follow that instinct. My instructor had a student who kept pulling the airplane vertical thinking they were in a dive, and I can see how easy that would be to do. The instructors also do things like move their seat around when you're in a steep left turn, and then point out that you're not paying attention to your altimeter.

For my last half hour of instrument training I did unusual attitudes. For this the instructor would have you writing something on your kneeboard, not looking at the controls or instruments, while he put it in a bad situation. Then he'd say "Look up" and expect you to fix the problem. There was a spiral, a climbing turn near stall speed, and then another stall which I didn't quite get. Although in every case I quickly recovered the airplane with almost no altitude loss, on the last recovery I couldn't get the airspeed to come up. At full power with instruments showing level the airplane would not accelerate past 70. My instructor finally had to point out that he had put in full flaps. His explanation was that at some point a passenger will touch something they're not supposed to, such as adjusting the heater control and accidentally bumping the flap control. From all the stories I've heard so far I think I've got enough for a complete article on stupid passenger tricks.

Next month is my first solo, a cross country, and some of the human factors that relate to aviation. →

CUFC's 139 paid-up members as of March 1, 2004

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|------------------------|----------------|----------------|-----------------------|-------------------|----------------|
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| Anderson, Adrian | Calgary, AB | (403) 936-5700 | LeBlanc, Norm | Calgary, AB | (403) 590-1632 |
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