



# Skywriter



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

## AUGUST 2006



*EAA's B-17G, "ALUMINUM OVERCAST" makes another tour flight at Oshkosh AirVenture 2006*

### REMINDER

The next CUFC meeting will be held on September 14.

## From The Cockpit

By Garrett Komm

Here we are August again. July was packed full of flying opportunities. AJ ranch was very busy, as always, when the weather is right. The Vulcan fly in the next day was also attended by some of our members. After a long wait, the Korsair was finally able to see some scattered clouds up close. Dan and Warren were both out and about and we felt that the ceiling had finally lifted to make circuits safe. Off we went, looking for those pathways that were flanked by white mist. Soon we were south of the field by 8 miles and we found the background that would make the pictures worthwhile. I got some nice shots by KDM and CZG.

The big news is that we have been invited to display our planes at Aviation Days on Sept 9-10 I have spoke with the Calgary Aerospace Museum and Transport Canada (TC) and both have been extremely willing to help us. We will be given (weather permitting) a time slot that we can arrive without transponders. The routing will be given to us on the Wednesday before. It will most likely be very early in the morning and will be quite the thrill to arrive. I mentioned this in an e-mail earlier and all responders will be mailed a form to be completed. TC is aware that we do not have transponders in our craft.

The next event that we are working on is an evening fly/drive in at Indus. It is set for CUFC members and guests and the neighbors around Indus. Blue Yonder, Bow Valley Photo and Kommair are your sponsors. It is a pot luck dinner. Deep fried turkey and

roast beef will be served but there is one rule: no Jell-O salads. We wanted to attract more visitors to Indus and say thanks to the neighbors for their cooperation (ie. not shooting at us for our early morning sorties) over the years.

I often question why this flying bug has bit me so hard. The money that I have put towards hangars, improvements, planes, fuel for planes, and firewood makes my head spin. It is like a vortex for any spare change that normally is found in the couch. What would make a scrounger like myself, part with his money in such a haphazard fashion on such an activity as flying a plane? The worst is that I really never go anywhere and always end up back at Indus at 9:30 a.m. after getting up at 6 a.m.

I have always been on the go. Never stopping, never saying no to someone who needs help, always volunteering, and never in front of the TV for more than an hour (unless it's a flying show). Flying the airplane is the only place I sit still.

To answer the question "Why do I fly"? The only real solution that I can come up with is that we have the chance to see sights that very few can enjoy. It always amazes me that I am privileged to so many of nature's wonders that would have been missed had I not been in that exact spot at that moment. How else could I see that a rainbow is a complete circle? How else could I smell a cloud? How is it that I can see so many colors, the reds, yellows, purples, and blues beyond description? Who would believe that water that looks unswimmable, would show up as turquoise when the sun hits it just right? It is a place where I feel challenged, the only place that I try to do it better each time I attempt it. It is a moving target that prevents me from thinking too highly of my abilities.

I apologize for missing so many of the meetings this last while. There are too many things that require my time on the 2nd Thursday of each month. For

## Skywriter

Skywriter is the official newsletter of the Calgary Ultralight Flying Club – COPA Flight 114, published 12 times per year

Editor: Ken Beanlands  
Tel: 403-295-2079  
Email: kbeanlan@telus.net

## Calgary Ultralight Flying Club COPA Flight 114

Meetings are held on the second Thursday of every month, except July and August, starting 7:00 PM at the Northeast Armoury, 1227 – 38 Avenue NE, Calgary.

**President:** Garrett Komm  
Tel: 403-257-3127  
Email: kommair@telusplanet.com

**Vice-President:** Ted Beck  
Tel: 403-936-5369  
Email: tbeck@outlandcvr.com

**Secretary:** Reid Huzzey  
Tel: 403-272-9090  
Email: rhuzzey@telus.net

**Treasurer:** Ken Taylor  
Tel: 403-660-2157  
Email: ktaylor2157@yahoo.ca

**Director:** Robin Orsulak  
Tel: 403-651-9064  
Email: vquest1@yahoo.com

**Past President:** Dave Procyshen  
Tel: 403-257-8064  
Email: dprocyshen@shaw.ca

**Web site:** [www.cufc.ca](http://www.cufc.ca)

September I will be in Washington DC., but afterward I shall be back full force. With all the flying done over the summer there should be no shortage of material.

Wishing you tail winds and no bumps,

Garrett Komm  
→



**Light Engine Services Ltd.**

AUTHORIZED  
**ROTAX**  
REPAIR CENTRE

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:  
[lightengine@clearwave.ca](mailto:lightengine@clearwave.ca)

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

# CAVU Dreams

By Ken Beanlands

This month's issue of Skywriter is a little late, but I do have a great excuse...

## OSHKOSH!

After returning from Oshkosh last summer my wingman, Steve Whitenect and I started talking about AirVenture 06. We had such a great time taking in the sights and sounds of aviation's greatest event that we just had to return. Unfortunately, Steve sold his airplane to one of our members at the end of August 2005. That didn't faze Steve. He also had a Murphy Rebel under construction that he finished in June of 2006. He completed his 25 hour flight test period on the 17<sup>th</sup> of July which left him less than a week to prepare for the flight to Oshkosh! With the additional payload that the Rebel offered, Steve planned to take a fellow Rebel builder, Gilbert Tessier, to help share the costs.

Of course, I would be taking my faithful steed, Chrissy, the Franklin powered Christavia MK 1. This year was to be even more special as Dad and his brother were planning on driving to Oshkosh from Halifax. Dad was on the prowl for an engine for his Murphy Rebel and my uncle was looking for a project to start. Unfortunately, my uncle pulled a back muscle in June and was out for the count. Dad and I talked about how we could get him to Oshkosh and we finally decided that he should fly to Calgary and we would drive to Oshkosh with the truck and camper. I was a bit disappointed that we wouldn't be flying, but there was no way to carry Dad, fuel, camping gear and my trim body in the plane and still stay under gross.

Fortunately, I attended the EAA 1410 chapter meeting in High River and discovered that there was a group of guys heading to Oshkosh and several were driving. I checked with Jack Dueck,



*The Howards invade Hayward, Wisconsin on their way to Oshkosh*

the chapter president, and he agreed to haul the heaviest of the gear to Oshkosh for us in his fifth wheel. Suddenly, we had everything we needed for a father/son flight to Oshkosh!!!

Steve and I decided that we would leave on Friday morning, July 21 and meet at Kindersley, our first refueling stop. Dad had arrived the previous Tuesday so by 6 AM Friday, we were packed, fueled and ready to fly! With a light tailwind, we arrived in Kindersley in about 2 hours. We picked up Steve on the radio about an hour back from Kindersley and we arrived there about five minutes apart. Last year, Steve and I were pretty closely matched in speed and endurance. This year, Steve could easily outrun me by a margin of 30 mph or more. His

endurance was also about twice mine, especially when he reduced power to 2300 RPM to match my 95 mph cruise. Despite all that, our bladders and butts still have a 2 hour endurance making the Rebel and Christavia good travel partners. I would try and get in the air first and let Steve catch up. Steve would then scoot ahead of me when we arrived at our destination.

At Regina, our second stop, we filed a flight plan and checked in with US Customs to arrange our border crossing. While Steve was relaying my birth date to the customs guy, they finally realized that it was my birthday! We planned to make our first landing in the US at Minot North Dakota but we were a little worried of making the +/- 15 minute arrival time given the 200 mile stretch we had to fly. The

Customs officer was very friendly and said that he was good as long as we update FSS with our ETA and we were within an hour of our arrival ETA. Off we went with instructions to get a discreet transponder code from the US FSS before crossing the border. That sounded simple enough, but proved to be quite a challenge!

We tried to raise FSS on the radio about 30 miles from the border, but had no luck. We were getting closer and closer to the border and still had no transponder code. We were trying every frequency we could find. I ended up making a couple of 360 degree turns climbing

*"What's old is new again" seemed to be the theme of AirVenture 06. Considered to be one of the better light bush-planes, this factory-built certified Artic Tern is available again.*





Another "renewed" design. This PA-12 super Cruiser kit comes complete as pictured (less engine) from Smith Aircraft. They also sell a PA-18 Super Cub kit.

from 6500' to 8500' where I finally got through to FSS and got my code. I'm sure that must have looked suspicious to anyone monitoring our flight on radar! The customs guy turned out to be as friendly in person as he was on the phone especially when he found out that Dad and he shared the same birthday.

After clearing customs, we were on our way to our overnight stop in Grand Forks. Just before landing at GFK, we had to pass over the Grand Forks AFB. That afternoon, the AFB had been the site of an airshow. We had a great view of the ramp as we flew over, which was covered with the latest in military hardware and airshow birds. We were met in GFK by one of the friendliest controllers of our flight. I think he was actually trying to hitch a ride to Oshkosh with us. After 8+ hours of flying, it was great to relax at the Ramada for the night.

With 700 nm of our 1150 nm trip under our belts, we decided on sacrificing a little time to enjoy a cooked breakfast the next morning. While packing the planes, I noticed a rescue truck heading my way. The uniformed driver got out and inquired whether I was the plane's owner. "Hmmm, this can't be good", I thought. It turned out that the driver was also a pilot and was half way through building a Christavia of his

own! We had a nice chat before heading out.

We got in the air about 9 AM and refueled at Longville, Minnesota where we met a nice guy with a beautiful Husky on amphibious floats. We got into Hayward, Wisconsin at around noon and borrowed the airport car to grab lunch in town. When we checked the weather on our return to the field, we found

that the Oshkosh TAF was calling for severe thunderstorms at our predicted ETA. We made a couple of calls and found another Ramada with rooms available for the night. We spent a nice afternoon in the pool and hot tub telling lies about hunting, camping, fishing and flying. After a nice supper, we hit the hay for a late morning departure.

The next morning we arrived near Ripon (the first waypoint for the VFR arrival procedure) at around 11:00 to find that the hold patterns at both 1800' and 2300' were full. Steve and I were in formation as we approached and I stared to hold over a point on the ground as stated in the NOTAM. After one turn listening to the chatter on the approach frequency we discovered two things. First, aircraft

*You gotta love the Hatz!*



had been in the hold for almost 2 hours and second, the pilots were completely out of patience. The frequency that was supposed to be reserved for Fiske control had been taken over by angry pilots yelling at one another! By the time we arrived, the controllers were trying desperately to empty the hold, but the pilots were just not cooperating. This forced the controllers to wave off aircraft back into the hold. We heard a couple of pilots call for immediate landings due to critical fuel conditions.

Steve pulled ahead of me in the Rebel and started heading north away from Green Lake and we followed. We landed at a small airport called Waupaca, about 35 miles north of Ripon, where we found another 4 Canadian aircraft and about a dozen American aircraft waiting out the mess. We found out that there was a fatal crash at about 9:30 AM on the approach to 27 that had closed the entire airport. We waited for about 2-3 hours enjoying the hospitality of our hosts in their air conditioned terminal and ordered a feed of pizza. We kept in contact with Oshkosh ATC using the NORDO aircraft phone number in the NOTAM. This proved quite effective and when we finally made our second attempt, we had no problems at all. Talking with seasoned pilots at Oshkosh suggested that the conditions in the hold Sunday morning were the worst ever experienced at Oshkosh. I later talked to one of the FAA controllers (a 10 year veteran) and he also confirmed this opinion. The one suggestion we made was that the ATIS should have been updated describing the situation. This would have given pilots approaching Ripon the information they needed to

make the decision to divert somewhere else.

Finally, we landed at OSHKOSH! Dad was completely overwhelmed by the site! Who wouldn't be with up to 10,000 planes on the field at any given time! We set up camp and contacted Jack Dueck. Jack was fortunate enough to have been issued a golf cart for transportation around the field and was able to run our gear over for us.

The week at Oshkosh was

overwhelming. We were kept busy at building seminars and looking over all the new toys at the exhibition halls. Dad bought a new David Clark ANR headset to make his trip home a bit more comfortable. I bought a second Temperfoam seat cushion for the rear seat like I got for the front last year.

Dad was a little disappointed since his Hurricane didn't show up. Dad hauled the Hurricane off of a bog in Newfoundland in 1972. It has been restored by its new owners, the Lone Star Museum of Galveston TX. The plane is flying and has about 10 hrs on it. However, it's been disassembled for painting which will be finished by the end of the year. We did have a great chat with the head of the museum and the director of maintenance. They had brought in their Corsair and B-17. We got to tour the B-17 and had a great visit. It was really neat to see how these guys hung on Dad's every word as he described the original recovery of the plane.

It was HOT throughout the week with temperatures in the 30's almost every day and humidity near 100%. Unfortunately, this spawned thunderstorms most evenings, but our new, lightweight MEC tent kept us quite dry. Granted, placing the tent under the wing and draping a tarp over the wing certainly helped keep us dry. Many of the Cessnas at Oshkosh this year were sporting a lightweight tarp that stretched over the wing to form a tent. The neat part was the phrase printed on the tarp "Reason # 23 to own a Cessna"! I have to find out where to get one of those!!!

The High River EAA Chapter 1410 underwrote the cost of bringing in the Lancaster from Hamilton, Ontario to Oshkosh, which arrived on Wednesday afternoon. We had a great time visiting with the pilots. I helped out in the Lancaster booth on Wednesday afternoon collecting donations to recoup our costs. The overall project was a success and everyone enjoyed the sight of the big bombers flying in the airshow. Its surprising just how much bigger the Lancaster is over the B-17 and B-24 it flew with.

Before too long, it was time to head home. Dad had to catch a flight back to Newfoundland on Tuesday morning. Accounting for possible

weather meant we had to leave Friday morning. We were packed and ready to leave at 6 AM, firing up as soon as we were allowed. Just like last year, we were up before the EAA marshals were out. With no wind, we decided to taxi to the end of 18R simply because it was the closest runway to where we camped. A quick call to the south tower and we were give a clearance for a formation take-off. Without the pressure we had during our arrival, we were able to enjoy the sight of Oshkosh spread out below us as we departed. Steve quickly formed up as we continued south out of the control zone before heading west. Since arrivals are not permitted before 8 AM, we climbed out to 3500' and crossed directly over Ripon before turning back on course.

Our first leg to Hayward found us with a 10-15 mph headwind extending this leg to the longest I'd ever flown in Chrissy... 2:44! We filled both our planes and our tummy's before heading out on the next two legs that would take us to Grand Forks. Dad and Gil switch up seats for these legs so that Dad could try out the Rebel on wheels. Once again, we battled headwinds along with high temperatures arriving in Grand Forks in the early afternoon. Interestingly enough, the plane parked right next to us on the ramp was the Calgary Flying Club's Piper Arrow!

After checking the weather, it was obvious that we would be spending the night in Grand Forks again. Fortunately, there was space at the inn again and we had a comfortable evening debriefing the days flight.

Saturday morning looked better except for some low stuff and showers between the US border and Regina. We were looking at a 200 mile leg from Minot to Regina with



*The new major motion picture "Flyboys" will be released this fall. This Fokker DR1 is one of the stars. A selected few got to see a sneak preview of the movie at Oshkosh*

predicted marginal VFR weather. I was worried about having to land in Canada before clearing customs in Regina. We decided to change our return flight path to go through International Peace Gardens to clear customs. This turned out to be a very good plan. We had a beautiful morning flight and even had a nice little tailwind. The only problem we had was some confusion around our flight plan. Flight Services had our flight plan, but the departure controller did not. This prompted a couple of condescending remarks from the departure controller until she found out that I had filed a flight plan and that Flight Services had activated it. Finally, she gave us a discreet transponder code for our border crossing.

The customs guy was friendly and cleared us quickly which gave us time to get an updated weather briefing. It was still not that great, but VFR. Fuel is not available at International Peace so we decided to stop at Deloraine, Manitoba for fuel. After a few phone calls we got one of the local club members to meet us there. This was our cheapest fuel stop in Canada at \$1.25 per liter. The flight to Regina was mostly uneventful until we got about 70 miles back. The engine suddenly went rough. I immediately pulled on the carb heat and went full rich on the mixture. After about two minutes, everything smoothed out. It was most likely carb ice as we were around 10-15 degrees and very moist.



*The "Belle of the Ball" arrives with her B-25 escort. The cost of the Lancaster's trip to Oshkosh was underwritten by the High River EAA Chapter 1410.*

After lunch, we checked with Flight Services. They were calling for light CB's out of Regina but clear VFR all the way to Kindersley. However, the forecast from Kindersley back to Calgary was downright scary! An upper trough was forecasted just west of the Alberta border with real nasty weather associated with it: towering CU's and CB's with tops to 42000'! Steve decided to take his leave of us and head directly back to Edmonton. I decided to head to Kindersley and get another forecast. Worst case, we would spend the night in the little

terminal there. We filed a flight plan through to Bishells' with a one hour stop in Kindersley.

We took off in 25 kts of wind and followed Steve out. Despite the high winds and nearby CB's, we witnessed a student pilot as he performed his very first solo flight. Wow, what memories that brought back. As we got about 20 miles away from Regina, we entered clear blue skies. Before landing in Kindersley, we took a good look to the west and saw...nothing! No CB's or no TCU's, just clear blue

skies! We made a quick fuel stop and pointed our nose for home. We passed the border and still had clear skies. We finally saw a CB on the horizon ahead as we came up to Hanna. While passing Hanna, I made a traffic advisory on 123.2. In response, I heard the faint, but familiar voice of Mike Sweere! He and Glen were just departing Carstairs for Linden. I got a quick weather update and decided to continue on.

As we passed Drumheller we picked up a 25 mph tailwind push but we were right under the south edge of a HUGE CB. Rain was heavy less than 10 miles north. Once we had Carstairs in sight, we made a call to FSS to close our flight plan. We were told that the CB had produced golf ball sized hail and funnel clouds the Olds/Didsbury area! We gave them an accurate PIREP describing the extents of the CB. The storm was only about 5 miles north of Glenn's place so I decided to attempt the approach but I was ready to head out of there at the first sign of turbulence. Fortunately, the landing was uneventful and we got the plane put away before the rain started.

For me, it was the trip of a lifetime. Gil, Steve and Dad were great travel partners. We logged about 30 hours air time over the 8 day trip. I would definitely like to return next year, but I might truck it down with my wife and spend a couple of days volunteering rather than just participating. Time will tell. →



*My travel partners, Dad, Steve and Gil pose under the wing of the Lone Star Museum's B-17G.*

# For Sale

Cavalier kit, side by side fuselage and wing built less motor not covered. It was donated to the club by a gentleman from the Okotoks area. It will be a fund raiser for the club and anyone can place a bid it. Located in Ron Ribbits hangar in Indus and can be viewed any time. To place a bid please call Garrett at 874-6447 (08/06)

1987 Challenger II, 447 Rotax rebuilt, new fabric on fuselage, new upholstery, new wheel pants, panel, 157-TTSN, very clean airplane, can be seen at Glen Bishell's airstrip. \$13000. Ken Johnson - 546-2586 (06/06)

ASTROTECH Aircraft Chronograph Digital Clock and stop watch, panel mount in 2 1/4 " round hole, Model LC-2...\$25.00 (06/06)

DAVTRON Aircraft Outside Temperature Gauge (reads in celcius), digital incandescent readout, panel mount, full face size is 1 3/8"h x 2 7/8"w and window is 1 3/8w x 3/4"h, Model M301c...\$25.00. Calvin Thorne, cell (403) 860-7582 or home (403)932-4325, email cbthorne@telus.net (06/06)

1947 Aeronca Super Chief 11BC - 1610 TTSN, C85-8F, 910 SMOH, 110 SPOH. Looks and flies beautifully. Cruise at 95 mph. Stall at 38 mph. Comes complete with hand held radio with external antenna and intercom. Buy today, fly tomorrow. And for about the same price as a kit. \$ 37,500 Call Mike Sweere for more details. 337-4860(h), 809-9353(c) or mmsweere@xplornet.com

Rans S-12XL - 2004 60 hrs. tt. Rotax 912, full enclosure, \$30,000 or offers. Ed D'Antoni (403)247-6621. dantoni@telusplanet.net for pictures. (05/06)

Oak and Glass Sales Counter. Has two sliding front glass doors with lock, two large glass panels on the top and a glass panel on each of the sides,

interior has two levels of adjustable glass shelving & interior lamp strips. \$325.00 Calvin Thorne, cell (403) 860-7582 or home (403) 932-4325, email cbthorne@telus.net, photos of unit are available by email. (04/06)

Minimax - Apx. 260 TT kept at Indus 503 Rotax Great airplane Knut Rassmussen Or Garrett Komm 874-6447 (02/06)

1998 Challenger II - Professionally built, only 170hrs on LES maintained & chromed exhaust recently installed. Beautiful paint, custom seats, ICom3, always hangered, \$27,000. Call Trey @ 698-4820 or email for photos - trey.petty@gmail.com (02/06)

Wanted a share in a ultralight aircraft or would like partners for purchase of an aircraft. Prefer 80 H.P.plus, tractor type, side x side, electrics, cruise 80-120. Open to all ideas, Lets talk, no obligation off course. Ed Wawzonek, tel 286-2664 (home). (02/06)

Rotax 503-with gearbox 80 hrs since OH dual carb, point ignition, manual start c/w muffler, spinner. \$1200.00. Contact: Barry Wood (403)935-4609 or barryleewood@hotmail.com (11/05)

89 single Seat Chinook; 447 rotax 348 TTSN 76 SOH. new wings and tail. John 239-0289 (11/05)

Volvo aluminum block V6 DOHC, supposedly rebuilt. Offers or \$250 delivered. Doug Fortune pentam@shaw.ca 284-3945 (11/05)

1985 Spectrum Beaver RX550 - two-seat BULA, Rotax 503 SCSI, low time airframe & engine, hangered in Indus, \$9,000.00 obo. Dave Goldsmith, Calgary, (403) 289-9310.(09/05)

TEAM Tandem AirBike - pre-welded fuselage, c/w full set of plans and manuals for Single Place including welding plans and stress analysis, and partial plans for Tandem. \$2000.00 obo. Dave Goldsmith, Calgary, (403) 289-9310 (09/05)

1993 Rans S-12 - 430 TTSN, 30 SMOH on Rotax 582. \$22,000. Contact Brian

Vasseur 403-512-9045 or Wilf Stark 403-226-6580 (04/05) →

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

Branson Bush Baby – Ultralight, includes hanger, skis, radio, GPS, David Clark headset, 503 DCIDI, oil inj., 3-blade IVO in-flight adjustable, 2 fuel tanks, \$15,000. Call Len (780)436-1928

Team Minimax – Single place, taildragger, C-IVIV, blue on white, Rotax 447 with electric start, skis, dry cell battery, three 5 gallon tanks, speed fairings on struts, always hangered, 185 hrs TT. Located at the St. Albert airport. Asking \$9,000 OBO. Contact Ben Strafford (780)458-1606 larandbe@telus.net

Bushmaster DM3 – BULA, Rotax 582, DCIDI, oil injection, all-metal airframe with fabric cover, 3-bladed prop, 20 Imp Gal wing tanks, skis, cabin heat. Always hanged. 80-85 mph cruise. Asking \$21,500 with zero timed engine, negotiable with current engine (325 hrs). call Ben at (780)458-1606 or larandbe@telus.net

Rotax 503 – single or dual carb, manual start, points ignition. Call Dan Pandur, Snowbird Aviation (780)418-4159

Titan Tornado – loaded. Rotax 912. Call Dan Pandur, Snowbird Aviation (780)418-4159

Canadian Snowbird – Single-seat, Rotax 227, skis, wheels \$8000. Call Dan Pandur, Snowbird Aviation (780)418-4159

GSC Prop 64" Like new. Leading edge protection. Phone Light Engine Services toll free 1-866-418-4164. →

*Notice: Classified ads are free to CUFC members. Contact Ken Beanlands [by e-mail](mailto:ken@cufc.ca) to place or renew your ad (see masthead). Ads will be dropped after 6 months unless renewed.*

# Flying Events

## August 19 - Annual CUFC/Lethbridge sport Flyers Breakfast at Vulcan

Make the trek to Vulcan and spend some time with our friends from the Lethbridge Sport Flyers Club. We plan to meet about 8:30-9:00 AM and then walk to the golf course for breakfast.

August 26, Springbank Airport - Calgary RAA Fly-in/Drive-in Breakfast, 8 - 11am Ralph Inkster's Hangar, #344 Noorduyn Park Place

August 27, St. Albert, AB - Fred Herzog Memorial fly-in breakfast at 8-11 a.m. at the St. Albert Airport (CES3, N53 25 W113 41 37). For more information contact Ben Strafford at Tel.: 780-458-1606; E-mail: larandbe@telus.net.

September 4, Settler, AB - Settler Flying Club's annual fly-in breakfast from 8:00a, to 11:00am at the Settler Airport (EJ3). For more information contact Kevin Falkenberg at 403-742-8058 or email [autox@telus.net](mailto:autox@telus.net)

September 9-10 - Calgary Aviation Days. Please contact Garrett Komm if you would like to participate in the static displays.

September 16 - Okotoks, AB - Okotoks Flying Club-Flight 81 fly-in breakfast at the Okotoks Air Ranch CFX2 (N50 44 07 W113 56 05) unicom 122.8. From 8 am to 12 pm. Adults \$6, Children 12 and under \$3. For more information contact Mark Ballard at 403-203-2443 or visit <http://ofc.homelinux.org>.

September 16 - Villeneuve, AB - Open House, Barbeque & Fly In Event - brought to you by Edmonton Airports. Located 15 km north of St. Albert, the Villeneuve Airport welcomes you to attend our family-friendly event! While the barbeque is free, we will gladly be accepting donations in support of Hope Air ([www.hopeair.org](http://www.hopeair.org)). The event kicks off at 11:00 a.m. and runs until 2:30 p.m. For more information, please contact Dayna at 780.890.8092 or visit [www.edmontonairports.com](http://www.edmontonairports.com)

September 16, Calgary, AB - Calgary Flying Club (Springbank Airport). Young Eagles day hosted by The Calgary COPA Flight (Flight 14). Volunteers needed on the ground, in

the air, and in committee! For more information contact Captain Chad Conrad at 403-699-9460

September 23 - Ron Jensens fly-in breakfast. Details to follow.

September 30 - Cooking Lake, AB Open House, Barbeque & Fly In Event. While the barbeque is free, we will gladly be accepting donations in support of Hope Air ([www.hopeair.org](http://www.hopeair.org)). 11:00AM - 2:30 PM For more information, please contact Dayna at 780.890.8092 or visit [www.edmontonairports.com](http://www.edmontonairports.com)

October 7 - Linden, AB, Young/Old Eagles Day. In appreciation for the support from the town of Linden, the Bill Beaton is organizing members of the CUFC local COPA flights for a Young Eagles Day. Contact Bill Beaton at [bdbeaton@shaw.ca](mailto:bdbeaton@shaw.ca) →



**BoatCraft**  
6316 - 106 Street Edmonton, AB T6H 2V3  
Phone (780) 437 4919 Fax (780) 433 4373  
e-mail: [sales@boatcraft.com](mailto:sales@boatcraft.com)

West System Epoxy products, Fillers and Additives  
Carbon Fiber, Kevlar, Fiberglass Cloths and Tapes

Light Weight Okoume Mahogany Plywood  
(Thicknesses: 1.5, 3, 4, 5, 6, 9, 12, 18 mm)

Paints, Stainless Steel Fasteners

Alberta's Sailing Supply Centre  
Stitch & Glue Sea Kayak and Canoe kits  
Waters Dancing Boat kits - [www.watersdancing.com](http://www.watersdancing.com)



**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)

936-5767

Located at  
Indus-Winter  
Aire-Park