



# Skywriter...



**June 2010**



*This shiny little Ercoupe was on display at the 48<sup>th</sup> Annual Lacombe Fly-in Breakfast on Sunday, June 6<sup>th</sup>.  
Photo by Ken Beanlands*

## From The Cockpit

By Robin Orsulak

As summer nears we all look forward to vacations or perhaps more flying adventures. It's that adventure thing that can really be memorable. Whether it's another local flight or a cross country, just taking in the scenery can be a reminder to us just what fun we have when we are up above the ground. Of course, one of the other things we get to do is to meet new people in our travels and make new friends. Just the other day, I had the pleasure of receiving the 10 cent tour of the old Vulcan airbase southeast of Calgary. It was refreshing to see that the current owner has been putting in some work and investment into the field and the runways show it. There is some activity happening at the field, A new skydiving facility is currently operating. I'm told that on August 20<sup>th</sup> some WWII vets that once served at the old base will be visiting, it should be interesting to meet and speak with these fellas.

In keeping with the summer theme, it's always a great time to get out and get some exercise... be it just going out for a walk, or if you are so inclined, go for a run each day just to stay fit. I can't stress enough the value of keeping fit and staying in shape (relatively speaking). I know for myself I have to watch the old weight and balance and stay inside my own envelope (ha ha). Speaking of fitness, we will have Dr. Brendan Adams speak at our next meeting and he will be addressing medical issues relating to flight. I look forward to his talk as some of us have, or will be, renewing our medicals over the next while.

Some of you are planning to go out on an adventure or two over the summer. It is my wish that you will have a fun and adventurous time while being aloft! I look forward to the stories that you will come to share with the rest of us when we meet again in September. Till then, stay safe have fun... and take a friend along.

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## Humble Pie

By Garrett Komm

The time has finally come that I can speak of the first flight of the Mooney. Through many hoops and piles of paper work, it had all started to congeal to that magic point that says I may be conventional. After a Saturday afternoon of rag chewin' and double dog daring, Butch Foster agreed to take me for a flight in the beast which will be known as the Dairy Queen on Sunday.

Sunday I spent most of the morning getting C-FYDQ ready for the flight. In the back of my mind I thought that Butch wouldn't show. I started it up and taxied it around for a bit. At 11 AM he pulled in and wandered over to my hangar and asked me if I'm ready. Not wanting to show my giddiness I accepted without screaming like a schoolgirl. We started with a very thorough preflight briefing and it was finally time for start up. We went for the run up and Butch heard something when the mags were switched so he leaned it out and let it run rough for a bit and then checks again. He explained how the plugs were fouled. I had no idea.

All checks completed, we were soon rolling on 28. Off we go, or more accurately, off it goes with me way behind the aircraft. I couldn't hold heading or attitude and I still had to figure out how to get the gear up. After two tries and a sore wrist we are cruising. We were heading for the practice area and High River for touch and goes. On the way there I still struggled with heading and altitude. Meanwhile, Butch is giving me all kinds of pointers about how and why, but even though his lips were moving and his voice filled the headset, I heard nothing. I was hanging on, thinking things were happening way to fast. After a bit, I thought I felt the controls and started to

## Calgary Recreational and 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 Armory, 1227 - 38 Avenue NE, Calgary.

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#### Skywriter

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fly the plane.

Butch told me to do a 360 so I do what I can. After what I am sure he felt was an eternity, he let me roll out and said "I have control". He took the plane and stood it on its wing and pulled back. I was looking at my left wingtip and the river bottom below at the same time. He showed me a steep turn with as many G's as I have ever felt before. My eyebrows were touching my cheekbones and my cheekbones were on my shoulders with the blood draining out of my head. Then he showed me another 360 the other way, rolled out nine seconds later and said "You have control."

Well, I barely had control of my bladder at this time. I did some of the same and rolled out level, light headed, and somehow in the direction of the practice area. At this point I was sweating like a \$5 hooker on a cowboy pay day. Then he started talking about manifold pressure, mixture control, and prop governor... my head was spinning. EGT, ELT, OSB, AGL, ADF... I was thinking "OMG, slow down you SOB." I soon realized while listening to him that he has forgotten more about flying than I will ever know. So to keep my wits, I agree with everything he says whether I understood it or not.

We did stalls, both clean and dirty, extended the gear a few times, slow flight, HASEL checks, clearing turns, and much more. Now Butch has never been in this plane before and yet, listening to him and seeing him at the controls let me know that I was in the presence of greatness. Here I am getting instruction with a pilot who has flown so many planes such as big propped radials, B-26's, Mustangs, water bombers, twins, four engine giants, fighter jets,

experimentals, and more things with wings than I can comprehend. I really just need to soak up what I can. It showed decades of experience with every hand gesture. We were now in the circuit and I was still way behind the curve, so much so that when I make the radio calls at High River I start with "Indus Traffic". So now my mind was rapidly turning to jelly and the simplest question made me blurt out "I have no idea" on more than one occasion.

He had that look on his face that said "You have no idea how to fly do you?" To Butch's credit he called for a full stop landing and we pulled off to the side to settle for a bit before go again and again. I was starting to wear this airplane now and starting to find a rhythm that allowed more to be done with less effort. Something as simple as squeezing off power with a prop setting, rotating my wrist to retract the gear and scanning the panel in a way that allowed me to see more than dials and switches. I landed the plane three times and was feeling a bit better about the day and plane.

This whole transition from ultralights upwards has been a combination of feeling anxious and being patient. My former self would have gotten in to go and figure it out on my own. That may not work for me anymore. I have been blessed with good fortune and some good decisions. At this point all I can say is that as much as I complain about the time spent with other instructors. It really has been worth it. I see that the time in the air is never wasted as long as you appreciate being there. I have more time booked and will be given the chance to do better with each flight.





# CAVU Dreams

By Ken Beanlands

Alright, let's just call May a complete write-off!! What a miserable month for flying. The couple of nice days found us at our cabin. The result was a one month gap in flying for me.

Fortunately, this weekend was more seasonable and it allowed me to aviate. On Friday, I decided to take the day off to handle some chores, but decided that the weather was just too nice to stay in town. I had a neighbor that had been asking me to take him flying so that he could get some aerial photos of his place in Crossfield so away we went.

The weekend was topped off by a flight to Lacombe with my wife Renée, to take in the annual fly-in breakfast. Renée doesn't often come flying with me since I usually end up going for most of the day, longer than she can handle aviation in one sitting 😊. Fortunately, the day was wonderful and we had a great time visiting with friends in Lacombe.

Once we returned to Carstairs, I dug into the annual inspection on the Christavia. I was quite surprised to see that after six years of flying, the cylinders are all still showing 78/80 compressions. In general, the plane is still in great shape.

One new addition that I'll be adding this year is a spinner. I was able to find one from Great Plains Engines that seems to fit with some minor modification. The spinner is a blank that allows me to cut it to fit the Franklin's unique hub pattern. The big advantage of installing a spinner is that I can now dynamically balance the engine and propeller. I've done a number of dynamic balances over the past year and have been amazed at just how smooth an engine can be made to run. The problem I've had has been that I had nowhere to mount the weights needed to balance the engine properly.

Most props are statically balanced by the factory or overhaul shop that services them. However, the prop is not a stationary object. Think of a teeter-totter with a kid on either end. One kid weighs 50 lbs and the other 75 lbs. It is quite easy to statically balance the teeter-totter by moving the heavier kid closer to the pivot point. The same thing can occur with a propeller. If you start spinning a statically balanced propeller, it could cause a vibration in the airplane. Additionally, the rotating parts of the engine itself may not perfectly balanced causing yet another source of vibration.

This vibration can result in premature wear on the engine and fatigue damage to airframe structures;

not to mention the toll it can take on crew and passengers over long flights. By using a vibration analyzer, weights can be added at specified points on the rotating parts to reduce or eliminate the vibration.

Vibration analysis is also a good tool to trend the health of other rotating components on the aircraft. The vibration that is corrected is usually done at cruise RPM, say 2300 or so. The spectrum analysis done by the analyzer looks at vibration peaks which occur at other RPMs. By comparing these peaks over time, the reliability of certain components can be predicted. For example, let's say that there is a vibration peak at 66,000 RPM on a Piper Malibu. It stays relatively constant at 0.04 IPS (IPS is a unit of vibration) over several years but suddenly starts to increase. On a turbo-charged engine, 66,000 RPM is the speed of the turbo-charger itself. It may be time to replace it before it fails.

Granted, this level of analysis on a plane powered by a Continental A-65 is unlikely to be worth the time or cost involved for trending. However, the initial dynamic balancing is very useful.

If you do plan on having a dynamic balance done, it should be done after the engine/airframe and prop have had a chance to "break-in". In other words, wait 50-100 hours after an engine overhaul, top overhaul, propeller replacement (especially wooden or variable pitch types) or replacement of engine mount bushings.

And now for something completely different ... In April, I flew Pat Cunningham to Springbank to pick up his Cessna 120. Normally, the Garmin 296 comes up with five or more satellites in about 15-30 seconds. This time, I got NOTHING! It looked like I'd have to go back to the old dead reckoning style of navigation. I started to think about what might have changed since the previous flight that could have caused the GPS failure. I was just about to take-off when I figured it out... The new iPhone 3GS! Sure enough, I switched the iPhone into "Airplane Mode" and 6 satellites immediately popped up. I guess those warnings given by the airlines all these years were valid!

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# Vegas Trip

By Troy Branch

We have been planning a vacation to a warmer place in the RV-10 for quite some time. Things just seem to get in the way to keep delaying our departure. Each time we had weather and time on our side, one of us was sick. If we had good health, the weather was crappy. We just kept patient and waited for the day that all things would come together.

The end of April started to look like we might get away. We got the plane packed that week so we could jump in and go once the weather improved. Sunday had looked good so we completed our E-apis and booked with customs on Saturday. A cold front was moving through the area and we knew that Sunday was not looking that great in the morning. When we got up I cancelled with customs in Great Falls to delay our departure. We headed out to the airport around noon and got ready to leave. The weather was due to improve by mid afternoon and a high pressure was building in southern Idaho so we knew it would keep improving as we headed south.

We left High River around 2:00 local and made our way south. The ceiling was about 2500 broken and we were finally on vacation. The weather remained the same until the border. We got our transponder code from Great Falls radio and kept heading south. By this time there was icing AirMets in the area and scattered CB's were showing up on the radar. I had a minimum altitude decided on before heading into the

*Clark Canyon Reservoir south of Dillon MT*



weather; if I got there we would turn around. Not long into Montana we hit that altitude and turned around. We were heading back to High River to call it a day. The kids woke up on landing and thought we were in Vegas. Not so.

Two weeks went by for another try. The weather was showing a large high pressure moving in yet again with a chance of crappy weather before Great Falls. It looked better than the first try so we set up to go again. We departed at 9:00 and cruised over snow covered ground all the way to the border and got our transponder code. I had the same altitude number in mind for a turnaround if it came to that again. Minutes after crossing the border the weather came down again. Cut Bank was good VFR and Great Falls was better. We descended to my minimum and within minutes the weather started to improve. It was amazing how different the weather could be between two airports (CYQL-KCTB) that are so close together, both showing good VFR but marginal between them. Great Falls customs was great as always and we were soon on our way for lunch in Idaho Falls. Weather was showing greater improvement along our route even though the briefer said VFR not recommended due to mountain obscuration for the first half of the leg. When the valleys are wide and the mountains are high, this is typically not an issue as you have so much ceiling in the valley. It was exciting to know that chances were pretty good in getting to Vegas that day. By the time we reached Helena that sky became scattered and we donned the oxygen and went for 12,500. We picked up Salt Lake Center and let the autopilot do the work. Outside air temps was -15C and the kids were starting to get a bit chilly in the back. We threw a blanket on them and all were well. We soon got to Monida pass and had to descend to get through the pass as a wall of clouds extended up over 16k. Once through the pass it was direct to Idaho Falls. The ground was snow covered all the way from Calgary until just after Monida Pass. We landed, got fueled and went for lunch.

A quick check on the weather revealed clearing weather to the south. We had the trip beat for the last leg to Vegas. With the plane fueled up and everyone buckled, the last leg was underway. A quick climb to 10.5k to contact Salt Lake Centre and we soon got things leaned



out and relaxed as the scenery went by. It was not long before we had Salt Lake City under our wing. We followed the mountain road south as we got cleared through their airspace. Once we neared Provo, it was a direct line to Vegas which kept us clear of the restricted airspace. There is so much restricted airspace in the area that you really have to know where you are to stay clear of it. Map reading is important.

The scenery quickly changed to dessert south of Provo. We followed big valleys and with dry river beds most of the way. We must have switch 20 frequencies on flight following for trip. It is nice to know someone is keeping an eye on your progress as you make your way. Lake Meed started to come into view and radio work got a bit more demanding. We got cleared by Nelis approach and then on to Las Vegas approach. We were soon vectored south east bound which took us right over the Hoover dam. Next leg was south bound to get us closer in to Henderon airport. We got switch over to Henderson tower just before we cleared a ridge and got mixed in with many aircraft in the area. We were cleared for the base to final of runway 35 and that was it. As we got closer I called back to ask of we should be landing on 35L or 35R. He did not know so I flew the middle line until the controller made up his mind. The descent was steep as we just cleared the mountain and had to get down. Instructions came for 35R and we were cleared to land. Snuck over and in we went. We held short of 35L as a business jet just landed after us.

Once we got to our parking area, we shut things down and opened the door to pleasantly warm temperatures. I looked out over the ramp and there was a gentlemen walking towards our airplane. I had been chatting with a Vans Air Force member that lived in Vegas for a while and sure enough it was him coming to greet us. He flies for Southwest Airlines and was a great source of information. He helped us unload and we chatted it up for a while. The flight was 3.4 hours from Idaho Falls and we landed with over 3.5 hours left in the tank. You got to love the efficiency of the RV-10. We averaged 10.3 gph and 163 kts. We could have made the trip non-stop from Calgary if wanted. We picked the rental car up to head to the Resort at just after 5 pm Vegas time.

The next day we awoke to strong winds as forecasted. Unfortunately the plane was parked tail in and I wanted to get to the airport as soon

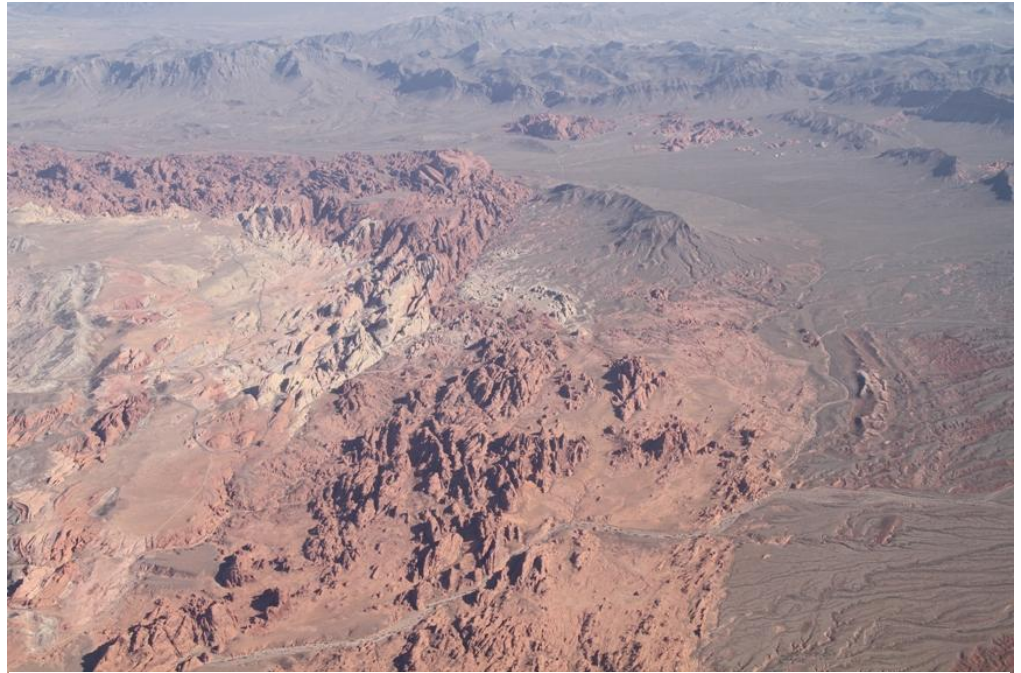
as I could to see how the gust locks were working. The winds were gusting in the low 40 knots. As soon as I walked out the terminal building I saw the rudder kicked over and the elevator down. Not good. The Air Gizmos gust lock had failed and were sitting on the ground beside the airplane. My rudder lock had compressed about 3" due to the gust but otherwise was still working as long as the wind did not change direction. The elevator was in the down position and must have just stayed that way after the gust lock departed the aircraft. A quick assessment and I quickly turned the plan around into the wind with some help of the FBO. My aileron gust locks that I made were the only ones that really did their job. I then put an external lock on the rudder and used lots of good old duck tape to secure things for the next few days. It blew for 3 days with gust just under 50 kts. The plane bounced around on the end of the chain tie downs and the duck tape saved the plane. I never leave home without it. On day 4 of sleepless nights, I finally found a hanger for the same rate as the resort we were at. It was worth every penny.

The main reason for the trip was a little secret we kept from everyone. On day 4 we got whisked away in a limo to Red Rock Canyon for our own private wedding ceremony in the mountains. (Now you see why I got the plane in the hanger, I had no time to visit it this day ☺) Gavin got really dirty playing in the rocks and Emma ran off chasing a chipmunk in the middle of the ceremony. It was lots of fun, beautiful scenery and no hassle. Besides, I got to fly the RV-10 there... how can it get any better. We had spent lots of time touring the strip and swimming in the pool. The kids loved the water and warm weather.

The next day we had our first flight as a husband and wife to the Grand Canyon. We left around 13:00 hrs to see how afternoon dessert flying would be. The



plan was to land at Grand Canyon West for the bus tour and the visit of the Skywalk. It was a short 20 minute flight compared to the 5 hour drive to get there. As we descended into the airport we got welcomed by many dust devils swirling across the runway. They kept popping up one after the other. Fortunately we timed the landing and got in between them. One was just moving off the runway when we turned final and another was starting up as we touched down about 1000 ft of the runway. Welcome to dessert flying in the afternoon.



*Red Rocks Southern UT*

The small terminal building was packed with people. It was basically just a big gift shop, one that needed a far bit of reno work. We waited in line to find out what was involved for catching the shuttle and going to the Skywalk. We soon found out that it would be close to \$400 for the four of us. Not a chance! We got back in the plane and climbed above restricted airspace for a look for ourselves. This was much cheaper! It gave us a great view of the canyon as we made our way back.

Vegas has lots of tricky airspace to deal with depending on which airport you fly into. When on flight following, it is easy as you just get vectored through the class B airspace. The challenge is when you want to stay clear of the class B and get into a towered airport with mountains all around. When west bound under the class B into Henderson you cannot get the ATIS as there is a ridge blocking the airport. As we got close enough to get the ATIS, I had to be talking to Tower. I always like to listen in for a while to get a feel for the airport as we enter but here there was no choice but to just get thrown into the shuffle. We just got in contact and I identified my position and no ATIS. He quickly squeezed us in between lots of traffic in short order. We had to fly a tight left downwind for 16L and a Jet was flying the outer left downwind for 16R. We got cleared to land as soon as I got to the button of the runway and told to keep things in tight. I had a gut feel that this would happen and was smart enough to have flaps out and ready to drop down. We fined the prop, pulled the power and cranked it around. I leveled the wings just before the numbers and touched down soon after. We cleared the runway and held short of 16R as the Business jet was on roll out. It was an exciting day of flying. The plane got parked in the hanger for our last night in Vegas.

The weather for our departure was looking much better than the weather that had been hanging around between us and home while we were there. The only part of the flight that looked like a challenge was mid to northern Utah. We got wheels up at 10:15 Calgary time and made our way north. There are so many nice airports to visit in the area that we cannot wait to go back. We leveled at 11,500 in smooth air. We had a nice flight over the Hoover Dam in the climb and then a direct to Provo to stay clear of the restricted airspace before turning north through Salt Lake. About an hour into the flight clouds started to form below. We knew at some point the scattered layer would start to close in and a descent into the bumps was inevitable. We had heard two airliners loose GPS signal within 10 minutes of one another and had to fly vector from center until they could pick up a VOR again. I was very surprised by this even though we were informed by the briefer that there were GPS disturbances along our route. We had no trouble in the area on the way down. I always tune VOR to VOR even on a direct GPS route. It is just good reassurance that you know where you are on the map, especially if the GPS fails. Well about five minutes after that last airliner lost his GPS, "GPS signal lost" came over the head set. Jo and I looked at each other and laughed that it happened to us too. The VOR was tuned, the map was out, and we knew where we were. A quick check with the 430W and it was still alive and well. We never missed a beat and the autopilot kept taken us home as it was being driven by the 430W, not the 496. Always know where you are on the map even if you have all kinds of backups. No regrets with all the goodies I put in the plane.



About two hours into the flight we were valley flying dodging storms. The ceiling remained high and the visibility great. We had to just pick our best way through the weather and the terrain. The XM weather makes these kinds of decisions much easier and safer to make. During all this we still had flight following even though we lost radar coverage due to the terrain a couple of times. They knew exactly where they would "see" us again and checked in when they did.

We got cleared through Class B via the mountain road again in Salt Lake. It was a bit tight as they were waiting for a military jet to take off out of the base. If he hadn't got airborne soon, we would have been turned west bound around the area. This did not happen we kept on our way north.

The radar returns on the 496 showed about 15 minutes of the flight through some more storms. If we could get around them we would be in good weather for the remainder of the trip. They were giving some fairly heavy showers but our route looked quite passable with some descent gaps in the cells. We amended our flight plan to change the destination from Driggs to Idaho Falls. The storms were heading that way and we did not want to get caught there while having lunch at the War Bird Café. We snuck through the bad weather with minimal rain on the windscreen and made our way into Idaho Falls. 3.2 hours on from Vegas.

We filled up the plane and then had lunch. I called CANPASS and booked a 7:30 arrival in Lethbridge while we ate. I knew that would give us lots of time and I could easily call and push up the time if need be. The next leg would take to Great Falls to file the Eapis for the flight back into Canada. We got airborne about 17:30 and made our way north. We climbed our way to 11,500 with no relief from the bumps. We needed much higher than that to get above the scattered clouds. Once Gavin will wear his oxygen we will be all set for these types of flight. I kept the power back to keep the ride reasonable. The lift was just too strong and the plane kept getting to 185 kts TAS while going through the lift to hold altitude even at a 50% power setting. I had to actually fly the plane and manage speed more so than altitude. I tried the middle of the valley, the snow covered area and everything in between, and it was all going up, what a great soaring day.

We soon reached Helena and got handed over to approach from Salt Lake Centre. We then cleared their

airspace and contacted Great Falls approach. Based on the ATIS, 03 was active and we were given the straight in. I tuned the ILS and intercepted the glide slope for the long decent down from 11500. I held 170kts for most of the way down and then started to gradually slow things down for landing. It is amazing how long the RV-10 takes to slow down if you are trying to stay on the glide slope. We got the flaps out about 1.5 NM from the numbers and touched down for a nice landing 1.6 hours from Idaho Falls. We parked the plane and the family sat outside, watching the military jets perform some training maneuvers with front and center seats.

I went in to file my Eapis for the border crossing into Lethbridge. It was clear that we could easily make custom for 19:00 local so I changed the booking with CANPASS and filed my EAPIS accordingly. We hoped in the plane for the short flight to Lethbridge. The air was much smoother and the flight very enjoyable. 0.9 hours later were on Canadian soil and a customs number in hand. Then we were airborne again for the flight to High River.

The plane performed as it should and our fuel bill was \$800.00 to get there and back. The plane lost less than ½ quart of oil for the total trip. It was much more economical than WestJet and I never liked looking out the side window anyway. One way was over 1000NM and it made for a fairly easy day of flying. If we could take customs out of it we could have saved a lot of time with fewer stops. The kids are great travelers and made the whole trip in the back seat together with no problems. We averaged 11 GPH and had flows under 10gph at the higher altitudes. TAS ranged from 162 to 172 kts. 160kts is the sweet spot for best miles per gallon. We look forward for the next trip to new and exciting places. →





# FLYING EVENTS

WEEKLY Lethbridge, AB – The Lethbridge Sport Flyers (COPA Flight 24) would like to invite you to our weekly Saturday morning breakfast, 7:30 am, held at Smitty's Pancake House, 2053 Magrath Dr. S. in Lethbridge, Alberta. We encourage you to call ahead if you're in the area. For more information see our site at [www.lethbridgesportflyers.com](http://www.lethbridgesportflyers.com). To contact us please call our club President, Brian Wilson 403-345-6603 or send us an email at [Lethbridge-Sport-Flyers@telus.net](mailto:Lethbridge-Sport-Flyers@telus.net).

MONTHLY First Thursday of every month High River Airport (CEN4), AB – EAA Chapter 1410 Monthly Meeting at the Dueck Hangar the 18:30hrs to 21:00hrs. Come by and visit! Please contact Paul evenings at 403-271-5330 or [eaahighriver@shaw.ca](mailto:eaahighriver@shaw.ca) or visit [www.eaahighriver.org](http://www.eaahighriver.org) for more details.

June 12<sup>th</sup>, Linden, AB – Linden's Sport's Day Fly-in Breakfast.

June 12<sup>th</sup>, Taber, AB (CED5) – COPA Flight 24, The Lethbridge Sport Flyers will be hosting their annual Fly-In, Drive-In breakfast at the Taber municipal airport from 8 a.m. to 11 a.m. For more information please contact Andy Cumming email [cgrzz1@telus.net](mailto:cgrzz1@telus.net) or visit our website at [www.lethbridgesportflyers.com](http://www.lethbridgesportflyers.com).

June 13<sup>th</sup>, Innisfail, AB (CEM4) – Innisfail Flying Club 50th Anniversary Fly-In pancake breakfast 7:00 a.m. to 11:00 a.m. \$7.00 for adults. Come celebrate our 50th anniversary featuring 3 Harvard Formation Fly-Bys. Runways 16/34 Frequency 123.00 100LL fuel available. For more information please contact Jim Romane at 403-391-2497 or [jromane@telus.net](mailto:jromane@telus.net).

June 13<sup>th</sup>, Bonnyville, AB (CYBF) – COPA Flight 90, Bonnyville Flying Club. Annual Fly-In Breakfast from 07:00 – 12:00. Co-ordinates N54 18 15 W110 44 37. For more information please contact Yvon Rondeau at 780-826-7457.

June 19<sup>th</sup>, Carstairs Bishell (CGB2) – 14<sup>th</sup> Annual Fly-In Breakfast 8:00 A.M. until noon. for more details please contact Glenn (403)337-2564.

June 20<sup>th</sup>, Tisdale, SK – Fly-In, Drive-In Hungry Persons Breakfast – 8 a.m. to 11 a.m. Eggs, sausage, hash browns, toast, coffee, juice and lots of airplane talk - Everyone welcome. Located at the Tisdale Airport. For more information please contact David Lamb at 306-873-2718 or email [d.g.lamb@sasktel.net](mailto:d.g.lamb@sasktel.net).

June 20<sup>th</sup>, Lloydminster, AB (CYLL) – Fathers day Fly-In Breakfast from 8.00 a.m. to 12:00 p.m. Hotcakes, sausages and eggs fresh fruit platter, \$8.00. For more information please email Person Barney Creech at [wendysabwest@hotmail.com](mailto:wendysabwest@hotmail.com).

June 20<sup>th</sup>, Morinville, AB – Mike's Father's Day Fly-In in breakfast Sunday from 8:00 a.m. to 11:00 a.m. Located at Mike and Rose Poworoznik's farm strip. One mile north, three miles east of Morinville. Strip Information: Coordinates: N53-50 W113-33 Runway length: 2600 ft. North/South orientation. 60 foot wide groomed grass. Caution: Wires at south end. For more information please call Ben Strafford 780-458-1606 or email [larandben@cruzinternet.com](mailto:larandben@cruzinternet.com).

June 20<sup>th</sup>, High River, AB (CEN4) – Father's Day Fly-In. Location: N50 32 W113 50.0800-1500, Breakfast/Lunch available. For more information contact Keith Dempsey at 403-601-7010, [r.keith.dempsey@gmail.com](mailto:r.keith.dempsey@gmail.com) or Dan Nash at 403-589-5705. [www.flyhighriver.ca](http://www.flyhighriver.ca)

June 27<sup>th</sup>, Edmonton, AB – The Alberta Aviation Museum at Edmonton City Centre Airport is holding Airfest 2010. Aircraft featured at the show will be military, training, homebuilt and many others. The show will also feature a trade show and car exhibit. For more information contact the museum Tel.: 780-451-1175 or email: [aama@live.ca](mailto:aama@live.ca).

June 27<sup>th</sup>, Salmon Arm, BC (CZAM) – Airport Appreciation Day. Airport Appreciation Day Fly-In, Aerobatics, Pancake Breakfast, Lunch, Static Displays, Homebuilts, Ultralights, RAP Attack Demo. For more information please contact Gunter Angermann at 250-803-4640 or email [gunter1@cablelan.net](mailto:gunter1@cablelan.net).

June 30<sup>th</sup>-July 1<sup>st</sup>, Saskatoon, SK(CJN5) – 2010 Corman Air Park Fly-In Fair event. Light Aircraft Exhibition and Recreation Show. Antique tractors and vehicles. Rocketry Society. Beer garden. Big fireworks display at twilight on June 30th. Gates open noon till 6pm both days. 306.931.3141, toll free 1-866-882-3380 or email [cormanairpark@gmail.com](mailto:cormanairpark@gmail.com) [www.cormanairpark.ca](http://www.cormanairpark.ca)

July 3<sup>rd</sup>, Chestermere/Kirkby, AB – The 19<sup>th</sup> annual Chestermere-Kirkby Field Fly-In Breakfast from 0830 to 1200. For More Information, contact Bob Kirkby 403-569-9541.

July 9<sup>th</sup>-11<sup>th</sup>, 2010 Wetaskiwin, AB (CEX3) – "Westebello 2010". Fourth Annual Western Canadian Challenger Rendezvous. for Challenger Owners and anyone interested. More details at: <http://www.challengerwest.com/westebello.htm>. Contact Mike and Tracy Hughes 780-985-4231, or [info@challengerwest.com](mailto:info@challengerwest.com).

July 11, Kelowna, BC (CYLW) – Fly-In Breakfast. Apron 3 (N49 57 22 W119 22 40). The Kelowna and District Flying Club (COPA Flight 36) is hosting A Fly-In Breakfast at our clubhouse on Apron 3 between 8 am and noon. For more information contact Robert Davis at (250) 765-0271 or at [info@kelownaflyingclub.com](mailto:info@kelownaflyingclub.com).

July 17<sup>th</sup>, Nanton, Alberta – Joe English Memorial Fly-In Location: A-J Flying Ranch (6.4 miles east of Cayley, Alberta; Coordinates: N50 27 32; W113 45 46). Sponsored by the Bomber Command Museum of Canada; Breakfast and Lunch Available; Vintage aircraft will be participating but all are welcome; Transportation to the museum provided; Details at [www.bombercommandmuseum.ca](http://www.bombercommandmuseum.ca)

July 17<sup>th</sup>, Nelson, BC (CZNL) – FlightFest 2010, Fly-In breakfast. Displays of antique, classic, military and homebuilt aircraft. Tour historic Baker Street, shopping, golf, under wing camping. Lunch and BBQ. Lots of fun for the whole family. Located at the Nelson Municipality Airport co-ordinates N49 29 39 W117 18 02. For more information please contact Case Grypma at 250-505-3249.

July 18<sup>th</sup>, Vulcan, AB (CFX6) – Vulcan Flying Club 35th Annual Fly-In Breakfast. Commencing 0800-1100 local. Co-ordinate N 50 24 17; W 113 17 00. For more information please contact Norm Kristjansson at 403-485-2791 or [cfiwc@telus.net](mailto:cfiwc@telus.net)

July 26<sup>th</sup>, August 1, Oshkosh, WI – EAA Airventure

August 8<sup>th</sup>, Westlock, AB – COPA-Flight 139 Fly-In breakfast from 07:00 to 11:00. If you have any questions please contact Georg Hertz-Kleptow at 780-349-1094.

August 18-20<sup>th</sup>, Calgary, AB – Webster Trophy Competition to select Canada's top amateur pilot. COPA is a key contributor and President Kevin Psutka is one of the judges. Regional competitions are on now, visit <http://webstertrophy.ca/> for more information on how you can participate. Lots of fun and a great opportunity to hone and demonstrate your skills. Download poster here (for French here) and post it at your airport to encourage others to participate.

August 21<sup>st</sup>, Moose Jaw, SK (CJS4) – Moose Jaw Flying Club Fly-In breakfast from 0800 to 1100. Moose Jaw Municipal, N50 26 05 W105 23 16. For more information contact Gerry Julian at 306-692-8932 or [gjulian@sasktel.net](mailto:gjulian@sasktel.net).

August 21<sup>st</sup>, Villeneuve, AB (CZVL) – Villeneuve Fly-In & Open House. N53 40 06 W113 51 20. Villeneuve Airport is pleased to be hosting the 6th annual Open House and Fly-In BBQ from 11:00 am to 2:30 pm.

Rain or Shine! The BBQ is FREE but we will gladly accept donations for Hope Air. For more information please contact Theresa at 780.890.6736 or [ttsoukalas@flyeia.com](mailto:ttsoukalas@flyeia.com)

August 28<sup>th</sup>, Medicine Hat, AB – Walk-In, Fly-In, or Drive-In! Everyone is welcome to sample the hospitality at the Medicine Hat Airport. Core hours are from 10:00 a.m. to 2:00 p.m. Activities will be centered near the RAA Hangar. Enjoy the corn, special sausage, hot dogs, etc.. Rain date is August 29. Additional info may be obtained by contacting Boyne Lewis at [balewis@shaw.ca](mailto:balewis@shaw.ca) or by telephoning Boyne at 403-527-9571.

September 6<sup>th</sup>, Stettler, AB (EJ3) – COPA Flight 135 Stettler Flying Club annual Fly-In Breakfast Labour Day Monday. All you can eat pancakes, eggs, ham & sausages from 8:00 a.m. until 11:00 a.m. For more information, please contact Henry Johnson at 403-740-6415 or e-mail [ohana@telus.net](mailto:ohana@telus.net) also Garry Fix at 403-742-6104 or email [gagafix@gmail.com](mailto:gagafix@gmail.com).

September 11, Airdrie, AB (CEF4) – 3rd Annual Show and Shine. Aircraft and Automobiles 10 am to 3 pm BBQ Hamburgers and Drinks available. For more information contact R Zabolotney at 403-804-8094 or [zabo1@telus.net](mailto:zabo1@telus.net)

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## FOR SALE

Volksplane VP2 for sale. Modified 2 place Volksplane made into a comfortable single with a 29" cockpit, 354 TTSN. Many extras and modifications including full canopy (fiberglass), cubby style landing gear with springs. Has extended wing tips which are counterbalanced below. Push pull tubes instead of cables for control surfaces, adjustable pilots seat, 4 point harness. VW engine is 1800 cc and is fully balanced with tuned exhaust and a reduction drive of 1.6:1. Climbs at 800 FPM and cruises at 80 MPH @ 3500 RPM using only about 3 GPH. Two 9 gallon wing tanks. Culver wood prop 72" x 44 pitch. Looking to trade up to a two seat airplane or sell. Asking \$15,000 OBO. Contact Guy Christie at c) 403 901-5594 or Bernie Kespe at h) 403 255-7419 Or Guy at [gcepegasus@gmail.com](mailto:gcepegasus@gmail.com) or Bernie at [stardustertoo@shaw.ca](mailto:stardustertoo@shaw.ca). 05/10

1992 Rans S-6ES Coyote-II (BULA), Rotax 503 DCDI Single Carb with 100hrs SMOH, great plane just a little too small for a 6'3" 240lb pilot, \$11,000 or trade. Always hangared at Indus, you buy you can take over the space. Dave Goldsmith (403) 289-9310 (home) 203-8201 ext. 6224 (work) [dgoldsmith@gienow.com](mailto:dgoldsmith@gienow.com)

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