



Skywriter...



April 2011



Troy Branch's RV-10 sports some new colours. More info on the paint job; and the RV-10's trip to Dallas for this stunning finish to come in next month's Skywriter!

From the Cockpit

By Robin Orsulak

As the days get longer and the temperature's rise, I look skyward with the exuberance of my youth, long past. Yes I can hardly wait for the field to dry up and get back into the air and judging from my recent visits out to the field, I find.... I'm not alone! Speaking with fellow pilot's and aviation buffs alike, we all seem to agree that winter has been a long one. Doing a little housekeeping at the hangar recently was actually fun for me and makes me want to rush into the air. But wait a minute! Perhaps a little sobriety in thought and methodology ought to take place. Taking pen and paper in hand I started to make a "to do" list for my airplane in order to ensure that I have it in top notch condition prior to that anticipated first spring flight. I was happy to observe a number of fellas out at the field doing the exact thing. Some were performing annuals and others were addressing various maintenance items on their aircraft.

All in all, I'd have to say "good job" to you guys as we look forward to another fun and more importantly, "safe" flying season. Speaking of safe or "safety", I will be presenting another topic for our upcoming regular meeting and I look forward to your participation and don't worry... I'm not going to try and stretch the grey matter muscle too hard... just a little.

I would like to say "welcome" to some of our new visitor's and friends from the last meeting and look forward to your attendance again. It's always a pleasure to see some new faces and share in the excitement in our club. Not that I don't miss the "old" faces. Anyway, you get my drift! Till then, be safe, have fun... and take along a friend!



Tilt Box

By Ed D'Antoni

This device allows you to measure the relative angle between two surfaces, making it ideal for setting pitch angle on ground adjustable propellers. First, you set the angle on the first blade. Then you can set the other blades the same or zero the display and set the second and third blade to zero.

The display always reads left to right, even if inverted, and a "hold" button keeps the measurement for reference. It has a range of 90° left or right and a resolution of 0.05°. The unit is approximately 2-1/4" square by 1-1/4" thick, has an easily readable liquid crystal display, It can read absolute angles for measuring level and plumb or can be zeroed to set repeat angles

Rare earth magnets on either side and on the bottom

hold it securely to any ferrous surface. Two small rare earth magnets available from Princess Auto placed on the opposite side of my Powerfin prop hold it in place. The device is available from Lee Valley for \$24.95 until April 28. After that the price is \$34.95.



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

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

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CAVU Dreams

By Ken Beanlands

April is here and it appears that spring has finally sprung! While I sit here writing this, it's sunny and +13° C outside. I'm finally able to work in the garage with the door open enjoying the mild weather.

Unfortunately, I haven't had a lot of time for the Buttercup construction over the last month. It seems that the mild weather (despite the recent snowstorms) has had an effect on our customers at work and they are all looking for annual inspections at the same time. In the last couple of weeks we've had a Mooney, Diamond DA-40, Cherokee 6, Cherokee 235 and a Harvard through the shop for annual inspections and there are even more scheduled for the next couple of weeks including the Christavia. This has all led to long days at work and no time in the evenings to play in the garage. On top of that, the melting/snowfall/melting cycle we've been experiencing lately has led to soggy airfields unsuitable for flight operations.

Another sign of spring is easily seen in the two full pages of flying event included at the end of this issue. However, the fly-in season will not be kicked off by the Sundre Mother's Day fly-in this year. Red Deer has snuck in with an event one week earlier. Hopefully, the forecasted stint of dry weather will clean things up before then.

Although spring is a good time to service your aircraft, it's also a good time to service your piloting skills. In the past, we've always held rust removers in the club to get members mentally prepared for the flying season and to make us legal with respect to CARs 401.05; which states:

(2) Notwithstanding any other provision of this Subpart, no holder of a flight crew permit or licence, other than the holder of a flight engineer licence, shall exercise the privileges of the permit or licence in an aircraft unless the holder

(a) has successfully completed a recurrent training program in accordance with the personnel licensing standards within the 24 months preceding the flight; and...

The Standard goes on to specify:

421.05 Recency Requirements

...

(2) In order to comply with the requirements of [401.05\(2\)\(a\)](#), any of the following are considered acceptable as recurrent training programs:

(a) completion of a flight review conducted by the holder of a flight instructor rating in the same category, shall

include all items normally covered during the flight test for the issue of that permit or licence;

(b) attendance at a safety seminar conducted by Transport Canada Aviation;

(c) successful completion of a recurrent training program designed to update pilot knowledge, which could include subject areas such as human factors, meteorology, flight planning and navigation, and aviation regulations, rules and procedures that has been approved by the Minister as being satisfactory for those purposes;

(d) completion of the self-paced study program produced annually in the Transport Canada Aviation Safety Newsletter, which is designed to update pilot knowledge in the subjects specified in (c) above. The completed copy shall be the most current published by date and shall be retained by the licence holder;

(e) completion of a training program or Pilot Proficiency Check as required by [Parts IV, VI or VII](#) of the Canadian Aviation Regulations;

(f) completion of the skill requirements for issue or renewal of a pilot permit, licence or rating, including night rating, VFR over-the-top rating, instrument rating, multi-engine class rating, flight instructor rating, landplane or seaplane rating; or

(g) completion of the written examination(s) for a permit, licence or rating.

Since this applies to all license and permit holders (including Recreational and Ultralight pilots) and the last club rust remover was April 4, 2008; many of us are not current with respect to these rules. For many of us, the easiest is to do the self-paced study guide in section (d). The exam (and answers ☺) can be found at <http://www.copanational.org/SelfPacedExam.cfm>.

Hope to see you all on Thursday night!

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FOR SALE

Cleveland 600 x 6 Wheels and Brakes: Brand new, still in the box wheels and brakes (PN # 199-71) for sale. A bolt-on 600 x 6 wheel and brake conversion kit for Piper models: J3, J5C, PA11, PA12, PA14, PA15, PA16, PA17, PA18 & PA20 PA18-150 & PA18A-150 with original 800x4 wheels and brakes. No STC included but may be available from Cleveland. Fits 1-1/4" diameter axle size only. ACS lists them for \$1893.00 CAN. I bought them for the Buttercup project but found them too wide for the stock RV type axle. I'm offering them for **\$1200 OBO** including a good, used set of 600 x 6 tires and tubes.

→

Flying the Boeing 737 Simulator

By Stu Simpson

Westjet Airlines' Captain Wade Miller flies a Boeing 737 for a living. So what would a guy like that do for fun? In Wade's case, he flies an ultralight airplane.

I got to know Wade when he moved his airplane to Kirkby Field, just east of Calgary, a few years ago. Kirkby's is where I hangar my own ultralight, a Merlin. We've been friends ever since and done quite a bit of flying together.

Speaking with Miller one day, the subject of simulator training came up. I told him I'd love to write an article about flying Westjet's 737 simulator. He said he'd look into the possibility.

It took more than two years, but we finally managed to schedule a session in one of Westjet's cockpit simulators.

Introductions

Miller is one of the most senior people at Westjet; Canada's low-fare airline. Like the airline itself, Miller is based in Calgary. He has over 15,000 hours and sits at number 26 on Westjet's pilot seniority list. He's also a qualified 737 instructor pilot and most often delivers that instruction in a flight simulator.

Wade also flies recreational aircraft, most currently an ultralight registered Sonex. He's owned a Cessna 140, an Aeronca Champ and a Christavia homebuilt. It was in the Christavia that he joined me and my Merlin on a fantastic flight to Seattle, Washington, in the summer of 2009.

As agreed, I met up with Miller outside the Westjet hangar at YYC on a cold and snowy March evening. We entered the building and he showed me to one of three simulators that the airline owns. The sims, manufactured by CAE of Montreal, cost about 13 million dollars each. They're all full-motion, Class D units, which means they're so realistic pilots can actually log the time spent in them. In fact, when Westjet hires a new pilot they do all their training in the simulator and their first real flight in a Westjet 737 is also their first revenue flight carrying passengers on the line.

Let me describe the simulator. From the outside it looks like a giant white-bodied spider. Long hydraulically-powered legs are anchored to a cement floor. Actually, it's not really a floor. It's a 30-foot wide, 8-foot deep, hexagonally-shaped concrete puck. It has to be that thick to absorb the forces from the full motion aspect of the sim. I hoped it would tolerate my landings.

Atop the legs sits a large capsule joined to an access walkway by a retracting bridge. Westjet's logo adorns the capsule's exterior.

Inside the sim capsule there are chairs for a couple of observers and a computer work station from which the instructor or examiner conducts the simulator training. Beyond the cockpit window is the visual display consisting of a large movie screen-like surface that wraps nearly 200 degrees from side-to-side. The visual simulation is to perfect scale from the crew seats.

Between the instructor's station and the display screen it's all Boeing. The sim cockpit is absolutely identical to that of the real airplane; so much so, in fact, that should a part in a real 737 cockpit break, engineers can replace it with one from the sim.

Preparations

Before we got started in the sim we went to a briefing room where the walls displayed the various cockpit panels and controls. Here, Miller explained some of the things we'd be doing and then he asked me what I'd like to do in the sim. My hope was to fly a few circuits at Calgary International. I'd been using Microsoft Flight Simulator X on my desktop computer to prepare for the ride, so I wanted to mimic my preparations as closely as possible.



Wade wanted to show off some of the capabilities of the 737 and the sim's ability to copy them. He suggested we do one circuit on autopilot, and then I could choose what I wanted to do from there. I agreed, realizing it would give me some time to get used to the airplane and the speed at which things happen.

We moved to the sim capsule and I dropped into the left seat. Miller showed me how to adjust it. Then he hustled about between the instructor's station and various panels in the cockpit and started switching on the magic. The cockpit steadily came to life as I strapped in.

An image appeared on the visual display screen of Vancouver International's runway and Wade set about switching the view to Calgary. Suddenly, everything went dark on the display screen, though the cockpit stayed properly flashed up. Wade made a phone call and said there'd be a ten minute delay while an IT person fixed the error.

This was good for me as it allowed some more time to adjust radio frequencies and some other things, like the autopilot settings. I'm very impressed, though not very surprised, at how closely MS Flight Simulator mimics the real 737 cockpit. Everything before me was very familiar because of the time I'd spent practicing at home. That preparation really allowed me to start way ahead of zero.

Miller took several minutes to explain some of the aspects of the flight management computer, or FMC. Other than the guys and gals at the controls, the FMC is really the brains of the outfit. It controls, calculates and displays thousands of parameters that affect the 737, like navigation and performance data. The FMC even tells what the airplane actually weighs at any given time on the ground or in the air.



With that all done, I looked out the front windscreen at the pitch black ahead and realized this is exactly how it must look for a Westjet crew over the ocean or a cloud deck at night. Miller confirmed my observation.

In fairly short order the front view screen came back on line, and with a flash we were suddenly staring at Calgary International's Gate 49. Miller walked me through the various checklists required prior to push-back from the gate and then asked if I was ready.

Ready? I could hardly wait! I hoped I wasn't drooling.

Then, we were moving, gently pushing back from the gate. The realism of the motion was simply amazing.

Wade started the engines on the push-back, beginning with number two on the right side. Once clear of the tug, we went through another checklist and then we were ready to taxi. At Miller's urging, I pushed the thrust levers up to 40% to get us moving, then dropped them back down to idle once we were underway.

Ground steering on a 737 is accomplished with a small tiller wheel on the left side of the cockpit. I can affirm that it's very sensitive. With Wade's patient coaching I taxied us to the hold short line for runway 16, where we completed another checklist. We entered the runway and I positioned us for takeoff. One more quick checklist and we were ready.

Gone Flying

Remembering Miller's instruction, I pushed the thrust levers first to 40%, then after a two-steamboat count, up to 70%. We were rolling.

At 70% I punched two buttons on the thrust levers and the auto-throttles took over power control. The auto-throttles automatically adjust the engine power to what the FMC says is needed to launch the plane for the given weight, density altitude, field elevation and a few hundred other parameters.

Of course, this was a jet, so at first the engines responded slowly compared to what we're used to with our piston aircraft engines. But once they got spooled up the acceleration was fantastic. The simulator mimics this effect by simply tilting the capsule nose up so the pilots feel more pressure on their backs. With the instruments and displays showing everything as it really

happens, and with realistic engine noise and rumbling from the landing gear, the total effect was absolutely dazzling!

"80 knots," called Wade. I looked at the airspeed indicator, but it was way beyond 80 now. Well past 100, in fact. I had some catching up to do.

"V1", Miller called. Then, a second later, "Rotate". I remembered this speed was supposed to be 132 knots.

Using both hands, I pulled back on the control yoke and was surprised at how much force it required. I set the pitch angle as closely as I could to 15 degrees nose up. The ground rumbling ceased.

"Positive rate", Wade announced, referring to our rate of climb. "Gear up." He reached over and moved the landing gear handle to the up position. I felt another steady rumbling, then a solid "thunk" as the simulated wheels tucked up into their simulated wells.

Wade reached up and clicked on the autopilot. I was both relieved and a little frustrated with myself. I was way behind the airplane, but I knew that I could catch up with just a bit more time. But this is how it's done on the line; the airplane's usually on autopilot for most of any flight.

Miller had warned me that flying the 737 requires a repetitive instrument scan pattern. I decided to concentrate on my instruments as he coached me in what to look for. It wasn't long until we hit our target altitude of 7000'. We continued southbound for a few miles, then fed the autopilot with a course change to 250 degrees.

Wade then fed in some light turbulence to add to the realism. We talked briefly about imagery on the sim's visual display screen, which is taken from a relatively low resolution version of Google Earth. It's enhanced with things like computerized buildings at airports and in Calgary's downtown core. All the correct geographic features are there, including the mountains on the western horizon. Wade got to wondering if Kirkby Field, the strip where we both hangar our own planes, would be visible.

We decided to go have a look, since it's right beneath the approach path for Calgary's runway 28. We told the plane to turn right to a heading of 073 degrees, or due east. Wade switched off the autopilot and instructed me to hand fly it. I kept us at 7000' (or as close to it as I could as I got the feel of the controls and trim system) and concentrated on managing the power to stay at 220 knots. Oddly enough, there are speed limits in the sky, like the limit of 250 knots

below 10,000 feet. Approaching Kirkby's, we both peered out the window and spotted the runways.

Suddenly, Miller announced, "I have control."

"Roger," I replied, "you have control."

He took the yoke and reefered us into a hard right descending turn. I grabbed the steel handle above my side of the cockpit and held on. We were descending in an 85 degree bank for a nearly 360 degree rotation. I found myself so immersed in the experience I even looked over my shoulder to check for inbound traffic to Kirkby's runway 34 as we crossed the runway's extended centerline.

We leveled out a mile southwest of Kirkby's a hundred feet off the deck at 280 knots, zooming across the field in a magnificent Boeing buzz job. I made sure to wave to us as we went by.

Landings

The buzz job complete, Wade turned the controls back over to me and had me climb back to 7000', or 3500' AGL for the Calgary area. I turned us back northwest bound to set up for an approach to Calgary's runway 16.

Navigation was simple since I was flying in my own back yard. Also, the 737's panel features a sophisticated map display showing navigation waypoints, NDBs, VORs and the airplane's actual and projected flight paths.

At the proper times we deployed the flaps, the landing gear and on occasion, the speed brakes. I turned to 190 degrees to intercept the localizer, overshot the runway centerline and curved back in to intercept. I had a bit of trouble lining up with it, then realized I was too high. I tried thumbing the trim switch for nose down, and then took a look at the localizer again. I was too far left and paralleling it. Then I saw I was too high again. Way too high. I tried pushing the nose over some more, and using more trim.

But by this time it was too late. I was on the centerline, but way too high to complete a safe approach. I said so to Miller, though in somewhat more vulgar terms, and he agreed. He immediately went to the instructor's station and hit a button. Everything froze.

Wade pointed out that I was moving the trim switch in the wrong direction, which is why I was having such trouble with the altitude. I felt silly in my mistake, but Wade shrugged it off and set to work with the computer for a few seconds.

Suddenly, the display screen flashed and froze. Some instruments changed their readings and just like that, we were back on the approach at the right position on the ILS. Wade told me the airplane would fly the approach and I would take over for landing. Then he started us flying again.

The autopilot flew the approach perfectly down to about 400 feet where I took over.

I came in to the runway a little low and a few knots fast, but I touched down safely. I pulled the thrust levers to idle and activated reverse thrust. We lurched forward in our seats as the speed quickly bled off. I pushed out of reverse and moved to the brakes once we were below 60 knots. I was pretty pleased, because had it been a real world landing Westjet would have been able to use the airplane again afterward. I didn't need all of that 8 feet of concrete beneath the sim just yet.

Miller returned to the instructor's station again and reset us to the button of 16 for another go.

This time, I was nowhere near as far behind the plane as on the previous takeoff. I had a better understanding of what to look for and of what numbers needed to be where. I was surprised at how much attention the instruments demanded. For the last twenty-five years as a pilot I'd flown with very few gauges and spent the vast majority of my time looking out the windows for flight information. Here, it was just the opposite. Nearly everything the 737 pilot does happens according to what's on the instrument panel.

I asked Wade to set the radios so I could use Calgary's VOR as a position reference. He told me that very few airliners use ground-based nav-aids anymore because of the proliferation of GPS. Still, it's what I'd been using on FS X and it'd help me keep track of our position until I had a bit more experience with the map display. Miller happily obliged and I soon curved us around to final for 16 again.

Once more, I overshot the centerline, but managed to capture the localizer again quickly. With a much better feel for the combined trim and power usage, I flew the approach reasonably well, though a little low. Wade looked after the flaps and gear, and coached me on some of the finer points. I managed a reasonably good touchdown this time and was pretty sure I still hadn't taxed the concrete beneath us.

With time for one more circuit, Wade reset us to the button of runway 16 once more and we were soon off. My skill was

quickly growing and it showed on this takeoff. I only busted our altitude by a couple hundred feet.

I turned us eastbound to bring us in on runway 28. Turning final over Kirkby Field I made what turned out to be the best approach of the session. I had the ILS pretty well nailed, and the speed, too. The trouble came at the touchdown. I slowed a little too early and didn't have enough energy for a proper landing flare. The mains hit the runway hard, followed by the nose gear slamming down very shortly afterward.

I turned to Miller and asked, "Did we land, or did we get shot down?"

Wade laughed as I activated the reverse thrust and had us slowed to make the next to last available taxiway. Wade kindly informed me that the 737 is a very difficult airplane to land well with any consistency. I thanked him for that and appreciated a little bit better the reasons for that thick concrete beneath the sim.

What a terrific learning experience my Westjet 737 sim session was. I see now that Westjet's pilots manage the 737 as much as they fly it. It's a very complex - and capable - machine that demands deeply rooted skill and knowledge from its pilots.

I'm also deeply impressed with Miller's mastery of the 737, and of his craft of flying it. He knows a lot more than just the 'what' and the 'how' of it. He also knows the 'why'. In my experience that's always been the mark of a committed professional.

Thanks to Westjet and Capt. Wade Miller, I now have 1.3 hours of Boeing 737 time in my pilot's log book, and a flight I'll never forget. Even though we never did leave the ground. →



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. To contact us please call our club President, Brian Wilson 403-345-6603 or send us an email at 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 or visit www.eaahighriver.org for more details.

May 1st, Red Deer, AB – Our annual Fly-In / Drive-In pancake breakfast will be held at the Sky Wings hangar from 8 a.m. until noon. Airplane rides at a cost of \$25 per seat will be available at Sky Wings for "Old Buzzards" and others! For more information please contact Bert Lougheed at 403-350-5511. Visit website at www.reddeerflyingclub.org.

May 7th- 8th, Calgary, AB – Calgary RAA is having a fibreglass workshop. Contact Don at cqmmv.skylane@gmail.com for cost and details, all welcome.

May 8th, Sundre, AB – COPA Flight 146, the Sundre airport's 25th year will be honoured at the mothers day fly in breakfast from 8 a.m. to 12 noon. For more information please contact Mountain View Pilots and Flying Association/Sundre Flying Club President Bryce Schacher 403-556-1369, bryces@telus.net, or Alf & Norma Bicknell 403-638-9001, anbic@telus.net.

May 14th, Rocky Mountain House, AB – COPA Flight 166 COPA for Kids with a rain date of May 15, 2011. For more information, please contact Alan Acker at 403-845-0978 or email ala@ghgsolutionscorp.ca

May 15th, Barrhead, AB (CEP3) – 2nd Annual Fly-In/Drive-In breakfast from 0800-1100 located Barrhead Johnson Airport. Fuel 100 LL available, 3500x100 asphalt, 123.2 com. Plenty of aircraft parking. For more information please contact Peter 780-915-1569, pstupniski@xplornet.com.

May 22nd, Westlock, AB (CES4) – COPA Flight 61, St. Albert Flying Club Nav/Dash Fun Event. Precision flying exercise around a course and a complementary BBQ to follow. Pilot briefing 9 a.m. in terminal building. Join us for a fun day of flying. Rain date Monday, May 23. For more information please contact Ben Strafford 780-458-1606, larandben@cruzinternet.com.

May 29th, Camrose, AB (CEQ3) – Flight 137 56th Annual Fly-In breakfast from 7 a.m. to 12 noon. Hearty western Breakfast \$7 expecting over 100 aircraft. One of the largest longest running Fly-In's in Western Canada. Everyone welcome. For more information please contact Barry Graham grahamb@cable-lynx.net.

June 5th, Lacombe, AB (CEG3) – COPA Flight 155, come join the Lacombe Flying Club 49th annual Fly-In breakfast from 7 a.m. until noon. Rain or shine. For more information please contact Ellery Derksen at elderksen@yahoo.com.

June 11th, Whitecourt, AB (CYZU) – Fly in Breakfast and Poker Rally. Breakfast starts 9 a.m. Poker Rally begins 10:30 a.m. Come and win some prizes! For more information, please contact Sonja at 780-778-0030 or email beavercreek2007@gmail.com.

June 11th – 12th, Red Deer, AB (CYQF) – Air Reunion. Begin Air Reunion by attending the Harvard Historical Aviation Society (HHAS), Air Affair Fly-in, Saturday morning and view new makes, models, vintage and warbird aircraft. Saturday afternoon & evening, mix and mingle with others in aviation by attending the social, drop-in, casual, standup cocktail bash, at the Capri Centre Hotel. For more complete information visit our website at <http://www3.telus.net/jimrhall/airreunion.html> or contact Jim Hall 250-675-4002, jimhall@telus.net, 2876 Northwood Place. Blind Bay, BC, V0E 1H1.

June 12th, Bonnyville, AB (CYBF) – COPA Flight 90, Fly-In Breakfast starts 07:00 to 11:00. For more information please contact John Vardy, 780 826-2132.

June 12th, Innisfail, AB (CEM4) – Innisfail Flying Club Annual Fly-In Pancake Breakfast. From 7 a.m. to 11 a.m. Come and check out our new club hanger. 100LL fuel available on sight, Freq 123.00. For further information, please contact Jim Romane at 403-391-2497 or email jromane@telus.net.

June 13th – 19th – CRUFC Air Adventure Tour 2011. Departing Monday morning and returning no later than Sunday, this year's trip travels to Wendover, Utah to visit the former USAAF's 509th Composite Group B-29 training site. Routes have not been finalized. Contact Stu Simpson for more details.

June 18th, Carstairs Bishell (CGB2) – 15th Annual Fly-In Breakfast 8:00 A.M. until noon. Free breakfast. For more details please contact Glenn (403)337-2564.

June 19th, Morinville, AB (CMN6) – COPA Flight 61 Mike's Father's Day Fly-In breakfast 8:00 a.m. to 11:00 a.m. Mike and Rose Poworoznik's farm strip. One mile north, three miles east of Morinville. N53 50 13 W113 33 48 Runway length: 2600 ft. North/South orientation, 60 foot wide groomed grass. Communication Frequency 123.2 Caution: Wires at south end. For more information please contact Ben Strafford 780-458-1606, larandben@cruzinternet.com.

June 19th, Tisdale, SK (CJY3) – COPA Flight 93 Fly-In, Drive-In, Hungry Person's Breakfast. Breakfast from 08:00 to 11:00 eggs, sausages, toast, jam, coffee, juice and lots of airplane talk. In association with Motor Madness Weekend. Tisdale Airport, N 52 50.11 W104 03. 57. For more information, please contact David Lamb d.g.lamb@sasktel.net or visit www.tisdaleaviation.ca

June 19th, High River, AB (CEN4) – Annual Fathers' Day Fly In. Rain or shine. N50 32 W113 50. 0800-1400. Breakfast and lunch available. For more information, please contact Keith Dempsey 403-601-7010 / Dan Nash 403-589-5705 or email r.keith.dempsey@gmail.com

June 30th- July 1st, Saskatoon, SK (CJN5) – 5th Annual Corman Airpark Fly'n Fair. An Aircraft Exhibition and Recreation Show. Located at Corman Airpark near Saskatoon to celebrate Canada Day and grass roots aviation. Pilots who fly in on either day and leave their aircraft on display for the public will get free breakfast Canada Day. Gates open to the public both days at noon. Food will be available from vendors both days. Grand fireworks will be performed at twilight on the 30th. To help cover some of the costs, the drive-in spectator will be charged a \$5 per car. Check out the website www.cormanairpark.ca or phone 866-882-3380.

July 2nd, Chestermere, AB (CFX8) – 20th anniversary of the Chestermere-Kirkby Field annual Fly-in breakfast 0830 to 1200.

July 6th – 10th, Arlington, WA (KAWO) – Annual Arlington Fly-in. For more information see www.arlingtonflyin.org.

July 9th- 10th, Calgary AB – Calgary RAA is having a sheet metal work shop. For further information, costs etc, contact Don at cgmvmv.skylane@gmail.com. All welcome.

July 16th, Athabasca, AB (CYWN) – Fly In BBQ. We are hosting our first Fly In BBQ from 11-3 on July 16, 2011. Open to pilots and public alike. Athabasca

Airport, Lon -113.20114 Lat 547.73651. For more information, please email Nicole McDonald nmcdonald@athabascacounty.com

July 16th – 23rd, SK – A John Lovelace flight. Join The Century Flight Club this summer as we return to the air with over 100 Airplanes for the "100 Aircraft Adventure 2011". This is the third annual flight organized by the Century Flight Club of Canada. The Chairman of the 2011 flight is again TV host and Pilot John Lovelace. Returning Flight Marshals Peter Lubig and Dave Qualley. For more information or register for this tour please visit our website at <http://www.crosscanadaflight.com/>.

July 17th, Vulcan, AB (CFX6) – 36th Annual Vulcan Flying Club Fly-in breakfast. N50 24 17 W113 17 00. Greatest Fly-In breakfast in southern Alberta! Commencing 0800 - 1100 local. Lots of parking and fuel available. For more information please contact Norm E. Kristjansson 403-485-2791, cfiwc@telus.net.

July 22nd – August 1st – CRUFC AirVenture Air Adventure 2011. Departing Friday morning, the plan is to arrive in Oshkosh by Sunday, July 24th and depart on July 29 or 30 for the return trip taking advantage of the holiday Monday. Count on about 25-30 hours of flying. Currently, three aircraft are confirmed with a couple of more possible all are welcome. For more information, please contact Ken Beanlands at kbeanlan@telus.net.

July 24th, Fairview, AB (CEB5) – COPA Dunvegan Flight 174. Northern Alberta's only Fly-In Breakfast from 8 a.m. to 12 noon MDT. Donations accepted. Celebrating the 65th birthday of Fairview Airport. Tour of the Fairview Restoration Society CANSO aircraft. For more information, please phone 780-835-2432 or email ian.macdonald@telus.net.

July 25th – 31st, Oshkosh, WI (KOSH) – The 59th annual edition of EAA AirVenture 2011 held at Wittman Regional Airport.

August 6th, Nelson, BC (CZNL) – Nelson BC's Annual Flight-Fest is hosted by COPA Flight 87. Nelson Muni N 49 29 39 W 117 18 02. Begins at 8 a.m. with our famous Fly-In breakfast! Antique, Classic, Homebuilt, Military and Warbirds will be on display all day. Lunch at the airport with an afternoon airshow. For more information please contact Case Grypma cgrypma@gmail.com

August 20th, Black Diamond, AB (CEH2) – The RAA and the CuNim gliding Club are having a Fly-In/Drive-In breakfast at the CuNim Gliding Club Airport. \$5 each for members and their families, \$10 for non members. All welcome.

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