



# Skywriter...



**May 2012**



*Norm Vienneau captured this beautiful Kitfox IV last week at Goodwin's Farm, just south of Sundre.*

## **Meeting Notice!**

The May CRUFC meeting will be held at the Calgary Aerospace Museum on Wednesday, May 9, 2012!

# From the Cockpit

By Norm Vienneau

## Time for summer Fly In Season

The plane splintered into toothpicks as it cart wheeled into the field to the northwest of runway 16. It looked like a model aircraft but this plane was carrying the man that had poured his time and energy into building and making it his, for the last number of years. The image burned in my mind and sent me to a state of disbelief.

It was one of my first fly-ins and I probably had about a 100 hrs or less as PIC. I had flown from Hillman's farm strip south of Benalto and met two other pilots at Red Deer Regional. Grant in his Challenger, Jim in his Beaver and I in my Chinook were off to Lacombe for the pancake breakfast hosted by the Lacombe flying club. We departed Red Deer early, as we wanted to get into the breakfast before the crowd. The idea of the slow ultralights holding up traffic was not something that appealed to any of us so we thought the earlier the better.

It was one of those early morning summer flights that we all hope to experience numerous times over the summer. The only bump on the road was when we crossed the Blindman River: just a little mechanical turbulence. We approached Lacombe from the west and called the local frequency that we were inbound.

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Grant was in the lead as he was the most experienced of us with thousands of hours and at one point was an instructor for a local flight school. *(Grant blames me for getting him back into aviation as I walked into his office one day and said, "I hear you've got a Challenger. A year later we travelled to Oshkosh in the Cherokee 140 he had recently purchased. But I digress and that is a tale for another time.)*

In any case with Grant in the lead, Jim in the middle and I bringing up the rear we called to cross midfield and join left downwind. We heard from a Taylor craft coming from the north that it would also cross midfield and join downwind as per required procedure. Being the slower of approaching aircraft we made our intentions known to follow the other aircraft into the circuit.

Grant was on short final, Jim was short base and I was downwind abeam the numbers when I saw a plane approaching fast and below the Challenger's altitude, less than 500 feet behind Grant's plane. It appeared for a moment that the low wing sport homebuilt was on a direct collision with the first ultra light of our group. We had made all the required radio calls on approach, crossing midfield, downwind and turning final.

I couldn't believe what was unfolding before my

## Calgary Recreational and Ultralight Flying Club

### COPA Flight 114

Meetings are held on the second Wednesday of every month, except July and August, starting 7:00 PM at the Aerospace Museum, 4629 McCall Way NE Calgary.

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#### Skywriter

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Editor: Ken Beanlands  
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eyes directly out my left window. A moment later the homebuilt turned hard right to a knife-edge position and headed to the west field at less than 50 feet AGL. It seemed like only seconds later when knife-edge turned to a cartwheel that broke the plane to many pieces. Jim having just turned final called the Mayday emergency and continued to land. I called the position of the plane to the rescue crew as I was now turning final myself and had good visual positioning. I don't remember much from the time the plane started to cartwheel till the time my plane touched the grass next to the runway but I was down, safe but shaken.

So what happened?

The pilot of the homebuilt somehow survived the impact and after weeks of hospital recovery returned home. My understanding is his memory did not allow him to recall the events that led to crash.

Rumour was that radios in his aircraft were not tuned to the Lacombe frequency so if he was making calls they were not being heard by anyone at the breakfast or in the air. It was further rumoured that this pilot only flew a couple of times a year. So, was it a pilot unfamiliar with procedure or just a momentary lapse of memory? Did he believe that he had called for a direct in on final not knowing that he was on the wrong frequency? Was he on the right frequency with a malfunctioning radio and the radio switched in the crash?

I am not sure we will ever know.

As the spring season is upon us and more of us will be frequenting fly-ins I want to remind you to keep an extra careful eye out. Follow the proper procedure to enter circuits. If you flying a slower plane, then smaller circuits will keep you in tune with the rest of the traffic. Make your radio calls as required and listen for other traffic. Let's make sure this is a safe and fun flying season.

And now a word from our sponsor:

Plans are underway for the flight to Leask Saskatchewan with the return trip to Calgary via Medicine Hat and visit the Cypress Hills.

June 29, 2012 marks the 100th anniversary of Leask Saskatchewan. This is the hometown of long-time fellow flyer Ben Stefanic and when looking for a destination to fly to that would allow participation by many different levels of ultra light and recreation flyers Leask looks to be a good option while providing support to a fellow flyer.

We are in the early planning stages but so far the schedule that Ed D'Antoni and I have come up with is:

Day One

Kirby's to Hanna	144 km/90 sm
Hanna to Kindersly	192 km/115 sm

Day Two

Kindersly to Coreman airpark	180 km/110 sm
Coreman to Leask	80 km/50 sm

Spend a couple of days in Leask and take in the parade and local events. Camp under the wing or if your ground support brings that nice 50-foot motor home then you don't have to rough it.

Return to Calgary via Medicine Hat

Day 1

Leask to Rosetown	135 km/85 sm
Rosetown to Empress	160 km/100 sm
Empress to Medicine Hat	115 km/75 sm

Day Two

Medicine Hat tour of Cypress Hills	As desired
Medicine Hat to Brooks	110 km/70 sm
Brooks to Kirkby's	145 km/90 sm

The idea of this tour is to provide members with a week-long flying adventure. If this is something you have always wanted to do including sleeping under the wing and have suggestions for improvement and changes, please let Ed or I know. We will do our best to make this a great experience for all. Keep in mind the idea behind this is that all types of planes should be able to make this flight. We can add half way stops to any of this and because we are flying for fun I prefer to fly early in the morning or late in the evening. In the air by 6 AM and down by 9 AM as an example. This is our chance at wild hogs of the air. Lets make it a success.

Till next time I wish you  
Good Lies and Smooth Skies  
Norm

→

# Exploring Alberta and its history from the air...

By Andy Gustafsson.

Saturday is my day to go flying, if the weather permits. The weather office had forecasted a somewhat calm AM with winds picking up just before noon. That was good news for me. Topped up fuel tanks and an airworthy aircraft saw me lift off at 08:30 as I went for altitude into a semi-clear morning, there was some haze to the east but very thin.

Temperature at 1000 ft AGL showed + 9° C with some ground fog further east. I settled at 4500 ft ASL and took in the landscape below. The air was perfectly smooth without even the slightest ripple. The ground falls away noticeably flying eastward over shifting fields of "John Deere-yellow and green". I set my course for Rockyford. I was planning to explore the area from Rockyford east, past the quaint little town of Rosebud to the town of Rosedale.

I flew along the railroad that runs east along the Rosebud River and counted 37 railroad bridges, as the river snakes its way eastward. The Rosebud River makes a sharp left turn at the town of Wayne before it empties into the mighty Red Deer River just east of Wayne. It is easy to dismiss our Alberta landscape east of the Foothills as just a vast expanse of nothingness. When you fly low and slow like I do its beauty can equal just about anywhere on earth. I really enjoy this seemingly endless land that is just too vast to comprehend.



Soon the Red Deer River valley came into view which goes on all the way into the haze of the distant horizons, both to the north and to the south-east. An unbelievable panorama that is breathtaking. The wind had now increased in velocity and I was crabbing into the south easterly winds. I crossed the Red Deer River and announced my intentions to the absent air traffic at Drumheller. My goal today was to take some pictures of the fairly unknown river crossing a few miles upstream from Drumheller.

Few people know the historical significance of the Blériot Ferry that has been crossing the Red Deer River since 1913. The name Blériot may not mean much to most people but to aviators it is a name that should get their attention. André Blériot, the ferry builder, was the brother of the famous French aviator Louis Blériot, who was the first man to fly the English Channel in a heavier than air airship. The date was July 11 1907. I found an interesting old article taken from "The Lethbridge Herald" in 1910 that can be seen below. I have not investigated further but the article suggests that the Blériot brothers could have tested their early monoplanes right here in Alberta before flying the Channel. Interesting! Can any of the readers verify the story?

## Flying Machine Tried In Alberta

*Herald de Lethbridge (Alberta), 7 octobre 1910, p. 3*

*Mystery of Didsbury Explained by Bleriot Who Tested His Machine There*

*Calgary, Oct. 6. -- The Daily News says : That the first of the Bleriot monoplanes, the inventor of which was the first man to cross the English channel from France to England in his flying machine, was quietly tested and tried out on a huge piece of Alberta prairie, sixty miles west of Didsbury, is a story which has just come to light.*

*Andre Bleriot is the man who invented his monoplane and made of it such a successful flying machine, and at the time of its first trial he was with his two brothers on their ranch near Didsbury. According to the story told by several Didsbury men, he had been working quietly on his machine for some time, and immediately he found he was successful, he took his plans and went to France.*

*Bleriot is a Frenchman and his two brothers are still on the ranch near*

Didsbury. They are reputed to be well off, and one of them is a French count. They began ranching on homesteads and pre-emptions, sixty miles west of Didsbury, some six years ago, and are frequent visitors to Calgary. It is the intention of Andre Bleriot to establish a factory for the construction of his machines in Canada, and Montreal has been picked as the headquarters in Canada. He reached there a few days ago and will probably come west to visit his brothers in a few weeks.

It will be remembered that about one year ago paragraphs appeared in some of the provincial newspapers to the effect that a mysterious flying machine or airship had been seen around Stettler and Didsbury. It has now transpired that this was the Bleriot monoplane, and it was the inventor trying out his machine before going to France with it...

I got some good shots of the ferry from my elevated perch as I corrected my course for Linden. The anticipated fresh pie and coffee at "Country Cousins restaurant" in downtown Linden had my mouth watering and I increased the power a little bit. The wind was picking up as I landed. After a well deserved break on my journey I returned to the airfield. People driving by wave to you just as if I was their neighbor as I walked back to the immaculately kept airfield. Such is the friendly town Linden.

The wind was now quite strong and as soon as I went to full power on the take-off run I became airborne. My groundspeed showed 42 mph and the cruise at 85 mph. Winds at 43 mph are something that is not encountered everyday. With everything tied down on the flight deck I climbed to 5000 ft to get out of the worst chop and gradually the wind started to subside. I decided to press on 'cause I had more flying to do before I locked up my Merlin for the day.

It had been a good days flying and I logged 3.5 hrs on this beautiful August Heritage long week-end.



# FOR SALE

**Sensenich Propeller For Sale** Serial #23710, Model #76AM6-2-47 It's 74" and 47 pitch Excellent condition. Non-certified for homebuilt/experimental No details on hours etc. Contact Guy Christie [guy.wheatland@gmail.com](mailto:guy.wheatland@gmail.com) (05/12)

**1958 Mooney 20A For Sale:** Wood wing USA operated until 3 years ago, Original log books and all AD's complied with, now in Canadian Owner maintenance category, 3900 hrs TT, 900 SMOH Compression all in High 70's \$35000 invested priced for quick sale. new gear and tires, new rebuilt carb. New vinyl on seats, Majority of work done by Murrays Aircraft Overhaul 145mph cruise \$27,000. Respond via email: [kommaz@live.ca](mailto:kommaz@live.ca) (05/12)



**44 X 48 Hangar at Indus For Sale:** Fits three planes, full width 8' 6" high door, on airport property. \$22,000 Respond via email: [kommaz@live.ca](mailto:kommaz@live.ca) (05/12)

**Fisher 404 single place Biplane Ultralight For Sale:** 532 Rotax engine (low hours), newly installed laminated Tennessee prop with Uralite Leading Edges, new windshield & battery, 9 hrs on the hour meter and 1 hr on the newly installed combination digital tach and hour meter (TinyTach), Full Panel instrumentation, 2 plug-ins for GPS and portable radio, mounts for both, includes Magellan handheld GPS and Icom A6 Radio, electric starter. Always stored in hangar at Indus Airpark (Calgary area). Priced to sell, pilot no longer flying. \$8700.00. Call Adrian 403-936-5929 or 403-936-5700 [adrian.anderson@xplornet.com](mailto:adrian.anderson@xplornet.com) (05/12)

# FLYING EVENTS



**2000 Challenger II AULA For Sale:** 220 TTSN, 503 DCDI, 15 Gal Tank, Polyfiber Superflite fabric, Dual Controls, Intercom Headsets, 6" wheels, wide body, lots extras, Email for list. \$18,500 OBO. 403-809-6953 [rhuzzey@telus.net](mailto:rhuzzey@telus.net) (04/12)



**KR2 For Sale:** NOT AN OLD FARTS AIRPLANE! Air frame TT 30 hours. Engine Continental A 65/75 TSMOH 970, No Electrics, No Electronics \$15,000.00 OBO. Glen Clarke 403-279-1036 [clarkegk@telus.net](mailto:clarkegk@telus.net) (11/11)



**Shop for Rent:** It's a bit far from Calgary, out by my place which is N 51' 01 06.88 & W 112' 51 59.43. It would be a great place to build an airplane with the exception that it's not on an airstrip and the doors are not hangar doors but is 40 x 60, fully heated & has concrete floors. It was used to build an airplane previously. If interested call Guy Cristie at (403) 901-5594 (11/11)

**1991 Macair Merlin (BULA):** 782 hrs TTAF, Rotax 503 DCDI, 172 hrs SMOH, dual controls, \$18,500 OBO. Arnim Haase, (403) 240-1183, [ah1183@telus.net](mailto:ah1183@telus.net) (05/11). →

**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](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.

**May 5<sup>th</sup>, Chestermere/Kirkby, AB (CFX8) - CRUFC** is taking 16 kids for an airplane ride on May 5 starting at 9 AM till say 11AM. This will be an official COPA For Kids event by the CRUFC. We are looking for some volunteer pilots/airplanes. Bob Kirkby will be using his Cherokee. We would like to get another four-seater and a couple of two-seaters. If a four-seater isn't available, we'd use some more two-seaters. Please let Carl Foreman know if you can help out [forman.c@shaw.ca](mailto:forman.c@shaw.ca). You must be a member of COPA but not necessarily a member of CRUFC.

**May 6<sup>th</sup>, Red Deer, AB – The Red Deer Flying Club / COPA Flight 92** will be holding their Annual Fly-In / Drive-In pancake breakfast from 8:00 a.m. until 12:00 noon. For more information, please contact Bert at 403-343-3808 or [skyhawk@telusplanet.net](mailto:skyhawk@telusplanet.net)

**May 13<sup>th</sup>, Sundre, AB (CFN7) – Mother's Day Fly-In / Drive-In Breakfast.** 8:00 AM – Noon. Tribute to Sundre Aviation Pioneers Norm Cummins & Alf Bicknell at 10 a.m. The event will run rain or shine Adults \$10.00 Children 12 & under \$7.00 Breakfast will be: juice, coffee, pancakes, eggs, sausage and ham. For more info call Sheldon @403 638 8558 Bryce @ 403 556 1369

**May 19<sup>th</sup>, Near Lethbridge, AB – Nikkel Fly-in breakfast.** 8:30 AM – 11:30AM. Ed and Marilyn Nikkel welcome all to their farm strip by Lomond. Farm is 5 miles south of Lomond and 7 miles East. This is a COPA 24 event. For more info, see the Lethbridge Sport Flyers Calendar website: <http://www.lethbridgesportflyers.com/Calendar.htm>

May 20<sup>th</sup>, Westlock, AB (CES4) – St. Albert Flying Club Nav/Dash Fun Event, COPA Flight 61. Held at the Westlock Airport with a rain date of Monday, May 21. 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. For more information, please email [stabfc@gmail.com](mailto:stabfc@gmail.com).

May 19<sup>th</sup>, Near Lethbridge, AB – Wilson Fly-in breakfast. 8:30 AM – 11:30AM. Brian and Lynn Wilson welcome you to a weekend of flying fun. Friday evening around the campfire at 7pm. Saturday morning breakfast and day of flying. This is a COPA 24 event. See the Lethbridge Sport Flyers website: <http://www.lethbridgesportflyers.com/Calendar.htm>

May 27<sup>th</sup>, Barrhead, AB (CEP3) – Barrhead Flying Club 3rd Annual Fly-In /Drive-In Breakfast. Serving from 8:00 a.m. - 11:00 a.m. 100 LL fuel available, golf course beside airport - T time booking required call 780-674-3053. For all fly In inquiries, please contact Wade at 780-674-0142 or [wadeevans@telus.net](mailto:wadeevans@telus.net).

May 29<sup>th</sup>, Camrose, AB (CEQ3) – 56<sup>th</sup> Annual Camrose Fly-in Breakfast. Serving from 7:00 AM – 12:00 PM. Fluffy Pancakes, Bratwurst & Ham, Farm Fresh Eggs, Steaming Coffee & Orange Juice await you at the Camrose Airport for only \$7.00. One of the largest Fly-Ins in Western Canada - with over 100 aircraft expected.

June 2<sup>nd</sup>, Cardston, AB (CEA6) – The Cardston Flying Club would like to extend an invitation for all to attend the 5th Annual Fly-In Breakfast from 08:00 until 10:30. Co-ordinates N49 09 45 W113 14 28. For those flying in the day before, there is camping on the field and a shuttle service to the town Friday and Saturday. For more information please contact Douglas Murray at [dgmurray@toughcountry.net](mailto:dgmurray@toughcountry.net)

June 9<sup>th</sup>, Lethbridge, AB (CMF3) – Fly-In Brekky from 08:00 to 12:00. Come on out! Good food, good fun, good times! Rain June 16.

June 10<sup>th</sup>, Cold Lake, AB – COPA Flight 90 is having a Fly-In Breakfast from 7:00 a.m. to 11:00 a.m. everyone welcome. Fuel is only \$1.60 per/liter. For more information, please contact John Vardyat 780-826-9484.

June 10<sup>th</sup>, Bonnyville, AB (CYBF) – COPA Flight 90 is having a Fly-In Breakfast from 7:00 a.m. to 11:00 a.m. everyone welcome. Fuel is only \$1.60 per/liter. For more information, please contact John Vardyat at 780-826-9484.

June 10<sup>th</sup>, Innisfail, AB (CEM4) – Innisfail Airport Fly-In Breakfast, from 7:00 a.m. until 11:00 a.m. For more information, please phone 403-343-6924 or 403-391-2497.

June 16<sup>th</sup>, Carstairs, AB (CGB2) – 16<sup>th</sup> Annual Fly In Breakfast will be June 16, the day before Father's Day. We will serve breakfast from 8:00 until 12:00.

June 17<sup>th</sup>, Morinville, AB – COPA Flight 61 Mike's Father's Day Fly-In Breakfast FROM 8:00 a.m. to 11:00 a.m. Mike and Rose Poworoznik's farm strip (CMN6). One mile north, three miles east of Morinville. N53 50 13 W113 33 48 Runway length: 2600 ft. North/South orientation. 60 ft wide groomed grass. Communication Frequency 123.2. Caution: Wire at south end. For information, please contact us by email at [stabfc@gmail.com](mailto:stabfc@gmail.com)

June 17<sup>th</sup>, Fairview, AB (CEB5) – Fly-In Breakfast at the airport 2 miles west of the town, celebrating the 66th birthday of the airport. Sponsored by COPA Dunvegan Flight 174. Rwy 04 & 22 WAAS approaches Avgas & Jet B cardlock AWOS 122.975, ph 780-835-2712, NDB 295, ATF 122.8 maintenance facility. For more information, please contact Ian Macdonald at [ian.macdonald@telus.net](mailto:ian.macdonald@telus.net) or 780-834-8162

June 23<sup>rd</sup>, Taber, AB (CED5) – Taber Fly-in breakfast. 8:30 AM – 11:30AM. This fly-in breakfast will include a weight and balance workshop. This is a COPA 24 event. For more info, see the Lethbridge Sport Flyers website: <http://www.lethbridgesportflyers.com/Calendar.htm>

July 7<sup>th</sup>, Chestermere, AB (CFX8) – The 21<sup>st</sup> Annual Chestermere-Kirkby Fly-in breakfast will be on July 7<sup>th</sup> this year from 0830 to 1200. [www.skywalker.ca](http://www.skywalker.ca)

July 15<sup>th</sup>, Vulcan, AB (CFX6) – Annual Flying Club Breakfast. For more information, please contact Norm 403-485-2791

July 28<sup>th</sup>, Cayley, AB – Joe English Memorial Fly-In. Pancake Breakfast from 08:00-10:00 and lunch from 11:00-1:00. Featuring Displays, Vintage Aircraft, Tour the Bomber Command Museum of Canada (transportation provided). Located at the AJ Flying Ranch (CAJ7; PAGE 101-CFS), under-wing camping available (27-28) other accommodation available at Nanton and High River. Avgas available and no landing fee. For more information please phone 403-646-2270 or [office@bombercommandmuseum.ca](mailto:office@bombercommandmuseum.ca). Visit our website at [www.bombercommandmuseum.ca](http://www.bombercommandmuseum.ca)

August 12<sup>th</sup>, Westlock, AB (CES4) – COPA Flight 139, Westlock Flying Club Annual Fly-In/Drive-In Breakfast and Mini-Airshow 7:00 a.m. to 11:00 a.m. Airspace closed from 11:15 a.m. until noon for airshow. BBQ night before for the wing campers. For more information, please contact Geroge 780-349-1094.

August 18<sup>th</sup>, Moose Jaw, SK (CJS4) – Moose Jaw Flying Club Fly-In Breakfast. Breakfast served 0800-1100, 3000 ft paved runway, 100LL available. For more information, please contact Gerry Julian at [cfudu@hotmail.com](mailto:cfudu@hotmail.com) or 306-692-8932.

August 25<sup>th</sup>, Calgary AB (CEH2) – RAA Annual Breakfast. The Calgary RAA and the Cu-Nim gliding Club are having our fly-in/drive-in breakfast again at the Cu-Nim Gliding Club Airport (CEH2 Black Diamond). Cost is \$7 per plate. Overnight camping facilities! Several people came out Friday and camped over. There will also be discount gliding again. Don't miss it. For more information, please contact Bob at [bjwings@hotmail.com](mailto:bjwings@hotmail.com)

September 1<sup>st</sup>, Tisdale, SK (CJY3) – COPA Flight 93, 2012 Air Rally Competition. It will be a circuitous course of 8 primary flight legs, preceded by a very short hop to the Start Point and finishing with a short leg back to Tisdale, a total of 10 actual legs. The total distance is approximately 124 nautical miles and will consist of calculations, navigation and observation. There will be questions to be answered along the route and photos to be identified. There will be a spot landing upon return. All areas will be judged as part of the competition. Co-ordinates Details available at [www.tisdaleaviation.ca](http://www.tisdaleaviation.ca) or contact David Lamb at [d.g.lamb@sasktel.net](mailto:d.g.lamb@sasktel.net)

September 8<sup>th</sup>, North 40 Ranch, near Olds, AB – North 40 Fly-In BBQ. Field is open at 0830. Earlybirds will be offered fresh doughnuts, snacks, coffee, tea, hot chocolate, soft drinks, and bottled water. The BBQ will fire up at 1000 and run till 1400. Hamburgers and hot dogs on the grill. Everything is "on the house" compliments of the Ranch. We will be setting up the bullseye on the runway again for pilots to test their skills with the flour bags. Takeoff for participating pilots will commence at 1100. \$50.00 prize for the pilot with the closest shot. We will have the huge bonfire beside the hangar again for the chit chatters. Our trail guides will have several horses saddled for anyone wishing to take a short ride.

September 15<sup>th</sup>, Okotoks, AB (FX2) – Okotoks Flying Club / COPA Flight 81 Fly-IN Pancake breakfast from 08:00 to 11:00. For information, please contact Jim at 403-689-6950 or [j-sbleaney@shaw.ca](mailto:j-sbleaney@shaw.ca)

September 30<sup>th</sup>, Shoal Lake, AB (CKL5) – COPA Flight 162/Shoal Lake Flying Club's Annual Fall Fly-In Breakfast. French toast, sausages, juice and coffee for \$6. For more information please contact Dennis Schoonbaert at 204-365-7088 or [slflyingclub@gmail.com](mailto:slflyingclub@gmail.com). →

