



Skywriter...

June 2012



Despite the great weather on Mother's Day, turnout at the Sundre fly-in was poor. However, this beautiful Beech Staggerwing graced the ramp with its presence.

Meeting Notice!

The June CRUFC meeting will be held at the Calgary Aerospace Museum on Wednesday, June 13, 2012!

Monthly Newsletter of the Calgary Recreational & Ultralight Flying Club – COPA Flight 114

From the Cockpit

By Norm Vienneau

The Secret is out.

Your president likes smooth air. There have been many times when I take-off for a short flight and one circuit tells me to put the plane back on the ground and back into the hanger. I guess I am one of those pilots that enjoys a perfect ride. I will pull myself out of bed at 4 or 5 AM in the morning to get to the airfield before the winds start blowing. You see, the Buzzard is light and short coupled and I can feel the wind gusts slapping my tail and moving the back around. I am still not sure how I am going to be able to handle the air around this part of the country. It seems like the Parkland of Red Deer offers less wind most of the time. I consider myself a low time pilot, still learning, and happy to find friendly smooth air. I enjoy having other pilots fly with me and I enjoy flying with other pilots. There is always something we can learn from each other. I have enjoyed the company of fellow club member Bert Lougheed, on numerous occasions, sometimes in my Buzzard and sometimes in Bert's Grumman Tiger. Bert has been a great mentor to me and skillfully nudges me in the right direction to help me learn better flight habits. I remember a day when the air wasn't quite as smooth as you expect winter air to be and Bert commented with a smile "Looks like a good day to practice for the summer days that are less friendly."

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When the air starts to get bumpy, I, like some others, tend to tense up and make things worse. What do I mean by that? Think about your own habits. I know that when the bumps start, my grip on the stick tends to get a little tighter and tenser. In fact a check ride with my instructor after a couple of hundred hours revealed the comment "Your doing everything right but, you should relax a little, try flying with light stick control, just two fingers on the stick." Think about driving down the road. Usually none of us use more than a light touch on the steering wheel. Let the weather or road conditions change and the grip becomes a little tighter. Have you ever noticed that when the grip tightens bumps will seem more severe? You hit the bump and the tense grip makes you chase the bump. You may end up moving the wheel three or four times in jerky little movements, yet when you are relaxed the same bump is gone as quickly as it arrived. I have found the same thing in the air. The ride is a lot better if we let the plane handle the bump instead of chasing it. This is a concept I am still trying to perfect.

I recently had the chance to fly to the Cardston Fly-In breakfast with Jim Corner and the ride was perfect. We had a 20-30 knot headwind on the way down but Jim's Kitfox cruised through the air happily with a

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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smile on her face. The sky was overcast and the air was smooth with just a little air movement (I hesitate to call them bumps) to let us know we were in the sky. The return flight was similar but we encountered one good bump that let me hit my head on the skylight of Jim's Kitfox. The wind seemed to change from a tailwind to a headwind and the bump was there to let us know. Jim is a great pilot with a lot of time in Kitfox's and the bump disappeared as quickly as it showed up. I am not sure, but I don't think his grip changed at all. Chalk up another learning experience for me.

Of course there are times that we expect great air and the weather guessers have something else in mind for us and sometimes we get rewarded with great air. I remember a time when I had to work in Wetaskiwin and the WX predicted winds from the south in the morning with a change to the winds from the north in the late afternoon. Seemed like a perfect opportunity to combine a plane ride with a little work with a tailwind both ways. I got to the airport a little later than I wanted but was still able to be aloft early enough to enjoy a perfect ride north and arrive in good time to get to work. It was one of those days that little went the way it was supposed to at work and I had one wire run that was extremely tough. By the time work was done for the day I was dragging butt pretty good. I would normally never go flying that tired but I had only one way home, so I had my co-worker for the day drive me to the airport and I started my pre-flight.

I fired up the Buzzard and jumped into the air. Smooth, cooler, and a tailwind. The weather guessers were right today. I had a tailwind going to Wetaskiwin and the GPS showed 95mph on the way up and a tailwind going back to Red Deer and the GPS showed about 90mph. Not bad for an airplane that is comfortable at 65 to 70mph IAS. I was only in the air for a few minutes and all the stress and worries of the day left my body. The flight back was much too quick. I soon found myself over the Lacombe area

and saw the corn maze below me. I grabbed my camera from the bag on the seat next to me. I took the lens cap off focused the shot I wanted and snapped a few pictures. When I put the camera back I realized that I hadn't touched the controls for 15 to 20 seconds and the plane was flying itself happy as could be. The air was that smooth. I didn't want to flight to end just yet and did a quick cruise to the model airplane field to check things out. Really, it was just an excuse to extend my time in perfect air. It was a perfect day, the weather guessers got it right and the whole time I am sure I was controlling my flight was with just a couple of fingers. Now, if I can just learn to do that when the air gets a little rougher. It is a skill I will continue to work on and something only time will perfect.

Guest speaker for this month's meeting is Jim Hyrmack from Hyrmack Airshows on flying the Ivory Coast for the UN. Jim is an aerobatic instructor from Brooks and Jim showed me some of the photos he had from his travels. It should be an interesting evening.

Till next time I wish you "Smooth Skies and Good Lies". →

CAVU Dreams

By Ken Beanlands

Well, spring has sprung, and with it comes the typical unstable weather associated with this season in Calgary. Reports of thunderstorms, snow, rain, fog, hail and even tornados seem to abound this year.

Despite the weather, I've had a great month of flying with about 14 hours logged! The Mother's Day weekend was a flurry of aviation activity with a few of us heading down to Vulcan on the Saturday for breakfast. Jerry McDonald, Barry Wood and Jim Corner met me there around 10 AM, passing over the Chestermere/Kirkby airfield on the way. The field was buzzing with a number of club members flying Kids for COPA.

We arrived in Vulcan to find both the Air Cadets and CASARA engaged in flying exercises. Again, it is important to remind everyone to be vigilant in your radio procedures. While passing Airdrie, I overheard a 182 heading into Vulcan. Since I was on 122.90 MHz, I assumed that Vulcan was on the same frequency. When I got within 20 miles, I decided to double check the CFS and was surprised to find that the actual frequency was 122.8! It never hurts to check the map or CFS before that first radio call.

The next day was the Mother's Day fly-in in Sundre. It



Unfortunately, a Glastar Sportsman decided that he wasn't going to follow the rest of the aircraft in the circuit and cut across four planes to turn a final approach less than half a mile in front of me. When he called turning number two for a two mile final, I firmly informed him that he had just cut me off with only half a mile to spare. He informed me that he didn't realize I was doing an extended circuit. I guess he also missed the fact that four other aircraft were also doing an extended circuit and I ended up having to go around.

was a beautiful morning and Renée decided to join me. Despite the weather, the turnout was down quite a bit from previous years. I suspect that there was only about 50 aircraft in total. However, the aircraft that showed up were very interesting. Among my favorites were the L-19, Harvard, Stinson Gullwing, the Stampe biplane, the Beech Staggerwing and three Harmon Rockets. We had a great time.

When you're coming into a busy fly-in, make sure you get a good mental picture of what's going on as you join the circuit. If you have a passenger (which this guy did) make sure they know to keep quiet as you approach, limiting the conversation to pointing out other aircraft. Make frequent radio calls and include your sequence number in the call. This helps other aircraft build that mental picture, and can help out if two aircraft think they are at the same place in the circuit sequence.



The last flight I did included an hour of solo refresher training. I spent some time doing medium and steep turns, concentrating on maintaining altitude and hitting my wake ☺. The other thing I practiced was simulated engine failures. The thing that always surprises me is just how much altitude you lose in a turn. From 1000', I can get about 2 miles. With two turns, I get about 1.2 miles. I find that

Two weeks later was the second major fly-in of the season... Camrose! Unlike Sundre, Camrose was VERY well attended! I arrived at 9:45 AM, and was the 100th aircraft to sign in! Of course, a busy circuit means that there is a large potential for screw ups. My head was on a swivel as I joined the downwind behind a Cessna. Glenn Bishell pulled in behind me.

this is a useful, challenging and entertaining exercise to practice on a regular basis.

Well, that's it for this month. Please remember to put your summer escapades into words and send them to me to grace the pages of the Skywriter. Hope to see you all at the June meeting, the last before the summer break. ➔

There was a lot of chatter on the radio, but it became clear that the lineup of departing traffic was getting quite long. As a result, the five aircraft in the circuit spread things out a bit and extended the circuit to accommodate everyone. Everything was looking good with number one on a 1 mile final, me on a 3 mile final, Glenn turning on a 5 mile final, one on base and one on a long downwind. With the two mile spacing, there was room for aircraft to depart between the arriving planes.



Flying With Kids Can Change Some Plans

By Troy Branch

We had planned a trip to take the kids to Disney land. Plans always seem to change and this trip was no different. We had the plane packed and we were just waiting for a good weather slot to go. The weather was looking good to go but our daughter became sick with a fever. She was clearly ill so we put off the trip until she was better.

A week went by and the weather was looking great again to go. The timing was good as we would be leaving on a Saturday morning. Weather was not good through southwest Montana and all the way south through Utah. It was forecasted for high winds causing hazardous driving conditions, not good for flying either. No trouble, we would go through Denver, nothing wrong with a bit of extra flying. The plan was to get as far south as we could so the cold front would not be quite as violent when it went through.

That morning our son woke up early which was great. He felt warm and you guessed it, he had a fever now. He did not act sick and was ready to go. The fever was gone as soon as we gave him some Tylenol. I then had to make a decision, go or no go. I figured if we had an airline ticket there would be no choosing. Seeing how this would be the second time cancelling, we would fly to Great Falls and see how he did.

Off we went and cleared customs in short order. Our son was fine and ready for the next leg. We planned Greeley, Colorado for lunch. Flight plan filed and off we went.

It was a long bumpy ride. Most airports along the route were over 30 kts and we had about a 40 kts crosswind at altitude. We chugged along as the kids played with the Apple technology.

As we approached Casper the famous line came up. "Dad, I need to pee!!" Are you really going to make me land in these winds? The flying part is fine; the doors are no fun to open in 40 kts. The instigator soon dozed off and we pressed on with our fingers crossed. The decision was to keep going

direct or airport hop. We opted direct and crossed our fingers. 15 minutes out of Greeley he woke and really needed to go. He learned how to hold it and we made it into Greeley for lunch.

We took our time getting the plane tied down and soon found out the restaurant closed in five minutes. Well that plan did not quite work but we got a car to head into town. It was a nice break and the decision was to get over the Rocks again into Santa Fe for the night.

We climbed out and soon got cleared through the Denver Bravo southbound. Winds were now straight on the nose but under 30 kts so we were happy. We had planned to Santa Fe Via Pueblo. There were many dust devil/storms getting kicked up making the ride fairly rough.

We soon turned on course direct to Santa Fe and started our climb.

Center was quick to advise that the minimum IFR altitude through our route was 16,000'. We flew the pass and were soon over the Rio Grande. It is amazingly high country out there. 10,500' felt like skid running ☺. The sun was getting low making for some great scenery as we flew above the winding Rio Grande. Not long we were in our descent to Santa Fe just as the sun was setting. It was a good day with 1050 nm flown and 6.5 hrs for the day.

That night is when the plans started to change. I woke up in the middle of the night with a not so good stomach. Needless to say I got bad food and was in bed for the entire next day. Something you always hope never happens while traveling in your own



plane. I could finally eat the next day "somewhat" but felt pretty good compared to the day before. The weather was looking fine to Phoenix so we had filed a direct route for Glendale.

Not long west of Albuquerque we hit lowering ceilings and snow. That was in the forecast for Santa Fe that afternoon and all the METARs looked good westbound. Trouble was there was no airport where the weather was low and I did not know how bad it would be until I got into it. The XM showed it as lightly scattered, the visibility was just too poor to fly in that kind of terrain. We turned around and went for lowering terrain even though it was going to be the long way around.

We amended our flight plan to head south through Demmings. FSS quickly advised that all areas along our route of flight had sustained winds over 30 kts. That sounded better than snow and we were flying in that on every leg so far. We soon cleared the snow

good stomachs and not prone to motion sickness. This flight was definitely the test. We planned for Tucson as they were at least down to 28 kts. We made a long slow final after a long grueling 3.1hrs flight. A flight that was a little much after just recovering from bad food. The decision was made to spend the night there as the winds just were not letting up.

We rented a car in Tucson and took a drive out to the Bone yard. A couple of A-10's were playing in the circuit. It was amazing to see all the dead airplanes. There is just so many. We got back to our room by dark and turned in for the night. Each night our son would develop a bit more of a fever. And this night our daughter was having the same trouble. Unfortunately there was lots of coughing and little sleep for all of us.

The next day was just to be a short flight over to Glendale. A friend of ours had graciously lent us his house in Surprise. We would use this time to hopefully get the kids into shape to make Disney Land.



virga and the winds became evident. It was nothing but brown skies ahead. The wind had the dust picked up above our altitude. All of the high altitude flyers were complaining about the rough ride. They could not find good air anywhere. It just was one of those days for everyone. I bet their ride was nothing like ours though.

Again I said to my wife, I hope the kids do not need to pee. We chugged along doing our best to airport hop if we had to land, choosing runways that were somewhat into the wind. Did I say it was rough! I said to my daughter that this is just like a roller coaster but she did not believe me. I am so glad everyone has

We fired up and taxied out to Alpha 6 while playing chicken with a Southwest 737. He turned off the taxi way before us, I guess we won. We were soon in the climb heading for smooth air and northwest bound to Glendale.

The ride was much better than the day before. The only obstacle was several skydivers in the area. We kept clear as we made our way. The kids hauled out the trusty books for some great in

flight entertainment. This flight they did not have to hold onto everything quite so tightly.

We landed in Glendale about noon. A friend of ours helped us unload and get the plane tied down. He was also kind enough to bring us to the house. Thanks Garrett! The kids continued to be feverish that night and our daughter started to get a plugged ear and ear ache. Well we were not going anywhere. Their energy was shot and all we could do was give them medicine. We went to the zoo to say we had done something on our vacation and made a plan to get home.

I figured we would launch for Vegas as it was a short flight to test out the kid's ears. If there were real issues I would send them home in the commercial tube. The flight went fine in the smooth air to Vegas.

We landed at Henderson and went in for lunch. The weather was looking good to Provo with only scattered snow showers near Provo. We got cleared through the Bravo and got asked to expedite the climb to 9500' for traffic; sorry kids hope your ears are OK. It did not bother them and we were soon on course to Provo.

The snow showers had just moved through the area and we were able to land without any trouble per say. Well our sick kids were now passing on their wonderful sickness to us. My wife and I felt something coming on when we woke up that morning. It hit me on the flight and my ear got plugged on the way down, nothing too serious but a bit annoying. The shuttle brought us to the hotel and we asked that the plane get plugged in early morning as it was going to get below freezing.

We awoke to a perfectly clear sky. It was a great day to be flying. The air was smooth and cool. We got cleared through the Salt Lake Bravo north bound. It wasn't long we were on a direct route to Great Falls. We climbed to 10,500' and then to 12,500' for the Rockies. It was -16° C at altitude and it looked like the middle of winter below us. There was a nice scattered layer that floated underneath.

We flew over Ennis and then Three Forks to make our way into Great Falls to do the E-apis and Canpass calls. I know I was going to regret being at 12,500' when it was time to come down. I never fly when I am sick but it is different when you are trying to travel. My ear was plugged yet again but cleared on the ground. We got everything in order and launched for Customs in Lethbridge. Got the code and made the last leg to home for a 4:30 arrival.

The total trip was 2750 nm flown. Total hours slept was very little. Total hours flown was 18.1. Never added up the fuel but no matter the cost it is just too much fun to fly. We missed Disney and San Diego for a second year in a row so third time must be a charm.

Lesson learned, if the kids are even a bit sick, cancel the trip for when they are better. It is just not worth it. With your own plane you can make the schedule. Take advantage of that. I did not have the will to cancel twice but have learned my lesson the hard way.

New York is planned for this summer and we are not leaving until everyone is 100% healthy.

→

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 (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 (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 (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 (05/12)

FLYING EVENTS



2000 Challenger II AULA For Sale: 220 TTSN, 503 DCDI, 15 Gal Tank, Polyfiber Superfliite fabric, Dual Controls, Intercom Headsets, 6" wheels, wide body, lots extras, Email for list. \$18,500 OBO. 403-809-6953 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 (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 (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.

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.

June 16th, Carstairs, AB (CGB2) – 16th 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 17th, 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

June 17th, 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 or 780-834-8162

June 23rd, 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 7th, Chestermere, AB (CFX8) – The 21st Annual Chestermere-Kirkby Fly-in breakfast will be on July 7th this year from 0830 to 1200. www.skywalker.ca

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

July 20th- 22nd, Entrance, AB (CEE4) – The Hinton Flying Club / COPA Flight 126 would like to let all pilots know that they are welcome to fly to Hinton Entrance and camp under wing if they are attending the Wild Mountain Music festival held in Hinton again this year. The location of the Wild Mountain Music Festival is just across the runway and easily accessible from our field. Tickets can be purchased at gate. www.wildmountainmusicfest.ca For more information call, please contact Glen at 780-865-2871 or Steve at 780-817-4820.

July 28th, 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. Visit our website at www.bombercommandmuseum.ca

August 12th, 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 18th, 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 or 306-692-8932.

August 18th, Claresholm, AB (CEJ4) – Lions Club Fly-In Breakfast from 8:00 a.m. until 11:00 a.m. Rides will also be available to the Nanton Museum for the day's activities. The Mosquito Bomber will be introduced by the Mosquito Preservation Society and the Lancaster will be run-up. For more information, please contact Murray at 403-625-3782 or Jim at 403-625-3651.

August 25th, 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

August 25th, Rocky Mountain House, AB (CYRM) – Fly-In Breakfast from 8:00 a.m. until noon. For more information, please contact Kurt Magnus at 403-845-5506 from the Rocky Mountain Flying Club.

August 25th, Medicine Hat, AB (CYXH) – Gas City Aviators COPA Flight 171 Fly-In Breakfast/Lunch. Fly in or drive in from 10:00 a.m. until 2:00 p.m. Rain date August 26. YXH MF. is 122.2, ATIS is 124.875. Everyone Welcome. For more information, please contact Doug Thompson at 403-581-0548 or Russ Koch at 403- 502-5082.

September 1st, 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 or contact David Lamb at d.g.lamb@sasktel.net

September 3rd, Stettler, AB (CEJ3) – COPA Flight 135 Stettler Flying Club's 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 Cam Andres at 403-742-0909 or e-mail cameronandres@gmail.com also Garry Fix at 403-742-6104 or email gagafix@gmail.com

September 8th, 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 8th-9th, Fairmont Hot Springs, BC (CYCZ) – First free Fairmont Hot Springs Airport Fly-in starts at 12:00 noon. Free BBQ for fliers, 5 cent discount on aviation gas. Free camping at site. Free golf course shuttle, discount on golf at the Fairmont Hot Springs Resort and a discount on rooms at their lodge. Prizes. Call ahead to register 250-345-2121 or sjestley@fhsr.com.

September 15th, 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

September 22nd, Lethbridge, AB (CLJ3) – COPA Flight 24, J3 Fly-In Breakfast from 8:00 a.m. until 11:00 a.m., (CFS Lethbridge) 123.2. Caution: Marked power line on approach RWY 25. For more information, please contact Ron Janzen 403-330-6181.

September 23rd, High River, AB (CEN4) – Annual Classic Car and Aircraft Show and Shine. Don't miss this incredible opportunity for all Southern Alberta pilots to take in the Annual River City Classics Car Club Show and Shine and High River Regional Airport Annual Fly-In/Drive-In. Southern Alberta's largest Show and Shine. Aircraft static displays, and

well over a thousand classic cars registered. Incredible displays. Town transportation will be available. Avgas available and no landing fee. Various accommodations available in High River. Coordinates 50° 32' 0" N, 113° 50' 0" W. For more information, please contact Lionel at 403-830-3555, Glen & Candie at 403-648-8910 or contactus@flyhighriver.ca Visit our websites for more information: <http://www.rivercityclassics.com/> link to Sept Show and/or <http://www.flyhighriver.ca>

September 30th, 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. →

This pair of amphibians showed up at the Camrose, 2012 fly-in Breakfast on June 27th. Note the registration on the Challenger. I guess Robin wasn't the only one with the rock and roll idea!

