



Skywriter...



May 2014



Summer is coming, but Troy's SuperSTOL may be done before it gets here! For more information, see Troy's article inside!

Monthly Newsletter of the Calgary Recreational & Ultralight Flying Club – COPA Flight 114
Our Mission: To promote safety and camaraderie amongst aviation enthusiasts.

From the Cockpit

By Bashar Hussien

Buddy Pilot ... What an Interesting Idea!

As part of my readings, I frequently check what is happening in the General Aviation and in particular the recreational and Ultralight (LSA according to our south neighbor) side of it. I check the news, market and statistics and I can claim that currently our beloved hobby is governed by three major themes: the market is healthy, airplanes are getting more expensive and pilots are getting older.

On the market front, AeroWeb sets three indicators to measure the general aviation market performance; the indicators are the world shipments, US shipments and world revenues. In the timeframe of 2011/2012 and 2012/2013; the world shipment doubled from 2.1% to 4.3%, the US shipment increased from 3.6% to 6.4% and most importantly the world revenues increased from -0.8% to +24% respectively. According to the General Aviation Manufacturer Association, piston engine driven aircraft sales increased by 21% in the first quarter of 2014 comparing to the same period in 2013. Wow! The world and US market indicators are awesome. But did we miss anything? What is the meaning of revenue increased by 24% while the sales increased by 2%? Basic finance tells us revenue is not related to production cost but mainly to the price and the volume of sale. Since the volume of sale doubled we may expect the revenue to moderately improve. But what did revenue do again, it went from -0.8% to +24%. So with this simple analysis we can conclude that the increase in revenue is more related to manufacturer jacking up the product price and making it more prohibitive to the general public.

The picture in Canada is not different than US or the world but is on a different scale. Canada is not a major manufacturer of general aviation aircrafts; we are happily sitting in the consumer seat. Kevin Psutka, COPA's CEO addressed COPA Flight 8 in March, noted that the number of registered aircraft in Canada is increasing mainly in the category of non-certified aircraft (Ed Note: One problem with this statistic is that since ultralight aircraft are not required to fill out an AAIR, many of the defunct ultralights are still on the registry... 450 Lazairs are still on the registry, 51 in Alberta! When was the last time you saw one in flight) . Good news, we have more registered aircraft in Canada than before! Well I can't say that for sure especially when the statistic shows a slow increase in the number of Canadian licensed pilots and an

actual decrease in the non-commercial licensed pilots.

One of the major factor impacts the general (including recreational) aviation, is the aircraft price. According to Psutka the price of new aircraft since 1950 has escalated at a rate that far out-paced the rate of inflation, making aircraft ownership less affordable over time. That is not good news, when the price out-paces inflation, less percentage of the general population will afford owning an aircraft.

According to AeroWeb the market leader is Cessna in 2011/2012 and 2012/2013 and the top model was the Skyhawk (Cessna 172) and become Cirrus SR22T. The price tag on the new Cessna is \$350K (\$150K for the 2003 model) and the Cirrus is north of \$600K (\$200K for the 2003 model). (Ed Note: its interesting to note that the \$155K house I bought in 2001 is now valued at \$389K... Maybe planes are not that much different than Real Estate ☺). With such price tag we can confidently conclude that the purchase price for the certified aircraft is prohibitive for the majority of the general public.

Thirty years back, the aviation enthusiast found a solution, or what they thought of, to the high price by flying ultralight and later, LSA. Today there are 136 manufacturers in the LSA and kit plane

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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category and the number is increasing. The users will benefit from increased competition in the market, but the price tag on factory made ones are still high, higher than \$100K for the brand new Flight Design CT, Tecnam and Cub Crafters.

The solution to the affordability is definitely in the kitplane and homebuilt category, the price in this category is still affordable when the builder doesn't install exotic and expensive avionics or add redundancies. There are many initiatives on the pricing front. One of the initiatives is happening in Calgary by Wayne Winters. Wayne's new project is designing and building a new and low cost ultralight. He is building an ultralight with a price tag of \$12K and can be placed in a trailer with total price tag of \$20K; which resolves the owner hangar problem as well.

Aging pilot community, in my humble opinion is the major hurdle to recreational flying, people are less interested in flying compared to other recreational activities, and therefore less and less young people are joining the pilot community. The main reason for that beside the cost issue is the lack of awareness and lack of access. The lack of awareness to the privilege, the pilots have, in using the vertical dimension, and seeing the world from above. The lack of access to the tools, access to the aircraft, and the knowledge of piloting, access to the training is significantly and negatively impacting the number of recreational pilots.

I believe that the pilots, aircraft owners and the aircraft builders are obliged to overcome above-mentioned hurdles. They are definitely able to assist increasing the general public awareness of the benefit of recreational piloting, as well they can overcome the above mentioned price prohibition by going back the basics in building or restoring and retrofitting the used planes. Going back to the basics means, avoid installing exotic and expensive avionics; make it fit to the purpose install engine instrument, airspeed indicator, altimeter, vertical speed indicator, attitude indicator, heading indicator, turn coordinator and compass (Ed Note: I thought he said BASIC instruments ☺). The basics can be in steam gauge type or glass, doesn't matter, but keep it simple.

On the other front, attracting people to piloting can be enhanced by introducing a buddy system, or call it "Buddy Pilot". A Buddy Pilot is a pilot who becomes a buddy to a non-pilot in order of bringing him to the pilot community. A Buddy Pilot will provide his buddy an occasional access to his aircraft and take him in flying tour or fly-in

breakfast/lunch or site seeing flying. The Buddy Pilot goal is to transition the unaware person to a potential pilot and then hand him over to a training school. The purpose of the buddy system is noble and I believe it is worth further discussion.



Simplicity at its finest! This inexpensive Pietenpol has room for two, basic instruments (including an electric system and a GYRO!) and is a very attractive machine!



CAVU Dreams

By Ken Beanlands

At long last, we seem to be creeping out of winter and back into some semblance of spring. Of course, with spring comes annual inspection season and I've been finding myself too busy to fly. It has also brought around my own Christavia's inspection time. I've been sneaking in a bit of time here and there to get the inspection done, but I keep finding issues.

First, it was time for my two year recertification of the transponder, encoder & altimeter. In the past, I've been able to do this on my own through the graciousness of my former employer, Canadian Avionics. This year I had to pay out of pocket for the inspection... about \$650.

Another thing I check for is the primer system. By running my normal priming cycle, I can check the primer system from pump to cylinder for leaks. Nothing showed up... or so I thought. I had noticed that when I checked my idle mixture, it was lean. I also had to adjust it a couple years ago for a lean condition. As I was finishing up on the last day of work on the Christavia, I noticed that the carb was covered in a film of fuel. I tried the primer again and after a couple of minutes I noticed fresh fuel leaking out of the carb at the throttle shaft. Sure enough, there was about 1/8" of play in the shaft. It looked fine when I ran the throttle through its movement, but when actually checked the shaft, it was worn. Air leaking past the shaft was causing the lean condition at idle. So, it's another \$500-\$900 for a rebuilt carb.

What it boils down to is that even with an AME license and a homebuilt aircraft, maintenance is still not free (especially with the \$900 cost last year to have the magnetos rebuilt). Be sure to budget appropriately when you start in just in case unexpected costs arise.

The Cristen Eagle Kitplane.



Hopefully, I can get the carb rebuilt in the next week and get back in the air soon.

Lately, I've been considering the next plane for the Beanlands squadron once the Buttercup is in the air. Years ago, I had the opportunity to do a little aerobatic training in a Citabria 7ECA. I liked it! However, being a good boy, I've never really attempted it in Chrissy as it was both illegal and not recommended for the type. However, I've been taking a good look at the rules to see what might be possible for the next plane.

In a nutshell, Aerobatics can be flown in certified aircraft approved for aerobatics and homebuilt airplanes that have demonstrated the ability to perform aerobatics. On the ultralight side, aerobatics are prohibited in AULA, but I could not find anything specifically prohibiting aerobatics in BULA's.

Of course, my preference is amateur-built so I looked into their requirements more closely. There are a couple of different ways to demonstrate the aerobatic capabilities. The simplest way is to select a plane that has been previously accepted as aerobatic. Unfortunately, the selection isn't great. There are a couple of Acro Zenith planes, which are no longer available. There are a couple of the more obvious designs such as the Pitts Special designs (S1 & S2) as well as the Christen Eagle. The Steen Skybolt has also been accepted, but only when configured with open cockpits. Finally, there is the oddball... the Wag Aero Acro Cuby (now called the Sport Acro Trainer)... essentially a Reed Clipped-Wing J-3 CUB!!!

So, let's assume that it's not a biplane or Cub that you're interested in. How do you go about getting your Rans S9 Chaos, Rhin DR-107 One Design or Vans RV-8 approved for aerobatics? After all, these designs have been proven aerobatic mounts in the US, what more needs to be done? Well, the regulations allow for you to acquire a flight permit to perform aerobatics for the purpose to perform an aerobatic evaluation. Sounds simple enough until you look at the pilot requirements to do the demonstration. Without going into the details, you will need a professional aerobatic pilot to do the evaluation. This could be a demonstration pilot, instructor, military, etc. This may be difficult to find, especially if you hope to get your one-of-a-kind Wizz Bang 2000 design signed off. After all, the pilot you find will need to fly your plane and be comfortable doing so.

So, what will I do? Well, first I'm going to finish the Buttercup ☺. Fortunately, I do like both the Cub and biplanes, so I've been looking at those planes. My first thought was to build a light-weight single seat Pitts with an economical O-200 or O-235 and wood prop up front. After sharing some e-mails with Pitts Expert Budd Davisson, it was suggested that this



The Clipped-Wing Cub

may not work. After all, I'm not exactly a light-weight myself. With a light firewall forward package, the plane would perform nicely, but my weight plus the required chute would put the CG too far aft. I could install a 6-cylinder and constant speed prop to move the CG forward, but the result would be a plane too heavy to lift me and the required fuel. Besides, that would be just too expensive to own and operate.

OK, well that leaves the two seat Pitts or Christian Eagle. Unfortunately, plans for the Pitts S2 are no longer available and the Eagle is just too rich for my blood.

Well, that leaves the Skybolt and the Cub. Let's face it, the Cub is a pretty, easy to fly plane that I could definitely see myself building. From an aerobatic point of view, it's certainly not the performer the biplanes are even with 40" chopped from the inboard of each wing. It's also a relatively cramped cockpit with a mere 23-1/4" between the longerons (the Christavia is 29"). In fact, it's been said that the most difficult maneuver in a Cub is to get into and out of the plane ☺. However, a little cockpit reconfiguration to make it a single-seat plane would improve that a little. In fact, I do have some time in a PA-18 and quite enjoyed the experience. With an O-200 or O-235 and configured as a lightweight single seater, it would probably make for a fun aerobatic mount.

That brings us to the last

entry on the list. I've had plans for the Standard "S" Skybolt since before starting the Buttercup. Steen Aero Lab sells plans for two variants of the Skybolt: the S and D models. The S model has a single piece upper wing and is the one approved for aerobatics in Canada. The D model has a 3-piece upper wing and is supposed to be stronger than the S model, but was not the one evaluated. It does have a comfy, wide cockpit and is quite capable of handling a portly pilot. The bonus of a usable second seat makes the plane a bit more versatile. The performance is quite good with easier landing traits than the Pitts. Most aerobatics can be performed easily. However, to make this machine perform well at this elevation, I'm looking at an O-360 or IO-360. Anything bigger and the empty weight will be too high for me, fuel and chute to stay below the aerobatic gross. It's certainly an option though it's a bit more plane than I had planned.

There is one final option that I have not discounted at this time. With my AME license, it may be practical to find a clapped out Citabria, Decathlon or Pitts S2 in need of some TLC, that I could rebuild. It would certainly get me doing aerobatics much quicker and might make for a good investment. The ability to get some good aerobatic training in my own plane is also a bonus.

Also, if I've read the regulations correctly, a Rans S-9 registered as a BULA might be a fit. However, once the Ultralight rules are written into the CARS, that loophole may go away...

Oh well, so many planes and so little time to build them. See you all on Wednesday evening.



The Steen Skybolt "S" model, with open cockpits...



A Break in the Chain

By Stu Simpson

Most stories start out leading the reader step by step to the climax or high point of the tale. Not this one. So here's your spoiler alert. The next sentence you read takes all the mystery out of my story.

I nearly had an aircraft accident. Like most of these events, there was a chain of happenings that led up to it. But in this case, I broke the chain and the accident didn't occur.

I was flying my Cavalier on a spring evening after a long and tenacious winter. Each minute of flight seemed precious that evening because such moments had been scarce since autumn. I was at a private airstrip south of Calgary, the third airport I hit that night in my bid to put some sky beneath me and the ground. I wanted to work on my crosswind landings.

I approached the field from the south, made my calls and searched the airport circuit for a Mooney whose pilot was also practicing her crosswind technique there. The wind blew from the south at about 8 - 12 knots and the Mooney was using runway 25. I entered the circuit in a left downwind and in due time turned final approach.

So here's the first link in the chain I eventually broke; the wind was stronger even a few hundred feet aloft, than on the surface. It pushed me further off the centre line than I anticipated. To be fair, though, this is why I was practicing crosswind landings.

The second link was the fact that I could see power lines near the button of runway 25. Third, I couldn't see if the power lines were buried or not because of link number four. That was the sun, which was right in my eyes and seriously diminishing my view as it scattered through the Cav's dusty windscreen.

Link number five in the lengthening chain, was the very narrow runway. This is not a criticism, it's just a fact. If you don't like the runway, go somewhere else. But I wasn't running. I was enjoying the challenge. That'd be link number six.

I must tell you now, and I admit I'm bragging a little, I knew this accident chain was building. Really, it was like starring in an aviation magazine crash article.

Perhaps strangely, I was pleased I could see it all happening, and to me that meant I could avoid the final paragraphs where the writer speculates why the pilot continued on when so many things piled up against him. Because I recognized the chain, I'd be

around to be writing the article and explaining why I didn't crash.

Your opinion may differ, but I continued my approach because I felt there weren't enough reasons not to. I knew exactly what was going on. For instance, I stayed high in case I needed to avoid power lines. I flew the Cav better to counter the crosswind and to try to regain the centre line (the whole point of this exercise). I pulled my hat brim a bit lower to help shield the sun from my eyes. And I had an escape plan - overshoot and go-around - if things got too hairy.

I pressed on because this was an exercise in reality. I don't only fly in perfect weather. So very often the weather has changed to something unexpected and I've still had to land my airplane. And I know for certain it'll happen again. I have to be ready and able when it does. I need to stretch my abilities, to find my limits and the Cavalier's, too. I need to know when to say "no". I was close, but I wasn't at "no" just yet.

That's why I continued the approach.

As I got closer to the button, I saw the final link in the chain; lucky number seven. It was the windsock pole, situated off to the right side of the runway and closer than most socks are to the runway edge. My right wingtip was headed straight for it.

I was surprised, but only mildly, since I was very cognizant of all that was happening. And seeing it allowed me to break the accident chain.

I had a quick choice to make; either continue, or go around. But because of my awareness, I was in control. I had extra height due to my uncertainty about the power lines (which I now saw were buried); I knew the wind was strong and needed extra attention. I knew the runway was plenty long enough that I could stay high, avoid the sock, and land long.

I chose to flatten my approach, keep my height and land about a third of the way down the asphalt, though the landing was awful. My touchdown was such that any observer could be forgiven for thinking me afflicted with a palsy. After a few humbling bounces I powered up and flew into the overshoot. Then I went around for another circuit and landing.

This one was much better since I'd gained the practice and knowledge from the first one. I anticipated the wind properly; I tracked the centre line better; I planned for the sun; and headed straight for the button because I knew there were no power lines and that I must avoid straying to the right and into the windsock. And this landing was actually pretty good.

I'm not preaching to you because I loathe being preached to. I merely wanted to tell you what worked for me. I've read many accident reports and they've had the desired effect on my decision making process. I've wondered what other pilots were thinking, why they ignored the signs and fooled themselves straight into a smoking hole. I vowed I won't be one of those guys. That's why I recognized the accident chain and that's why I broke it. →

SuperSTOL Update

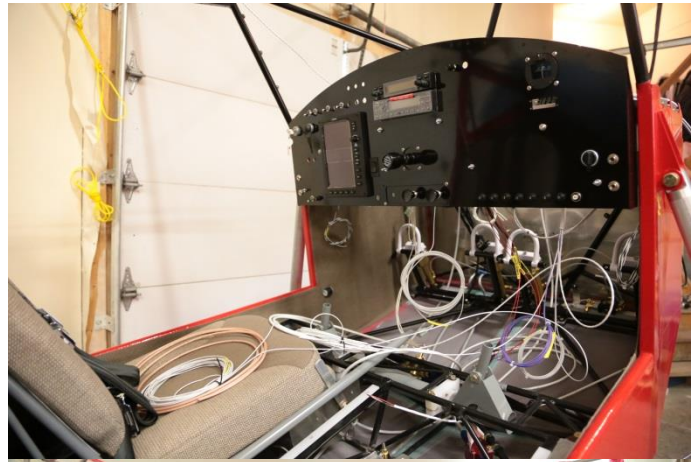
By Troy Branch

The SuperSTOL project is coming along nicely. I received the engine in perfect time as it went on the day it arrived. April 23 is the day it got here. (Rotax 914 Turbo) The fuse is all painted and all the small components are done as well. The panel went in this weekend and I am hard at the wiring. This project has been a challenge though. There are no instructions for any of the systems. You are on your own. The engine system is totally different to a Lycoming from what I am use to as well. Thankfully the past projects have given me lots of good ideas to make the plane the best I can.

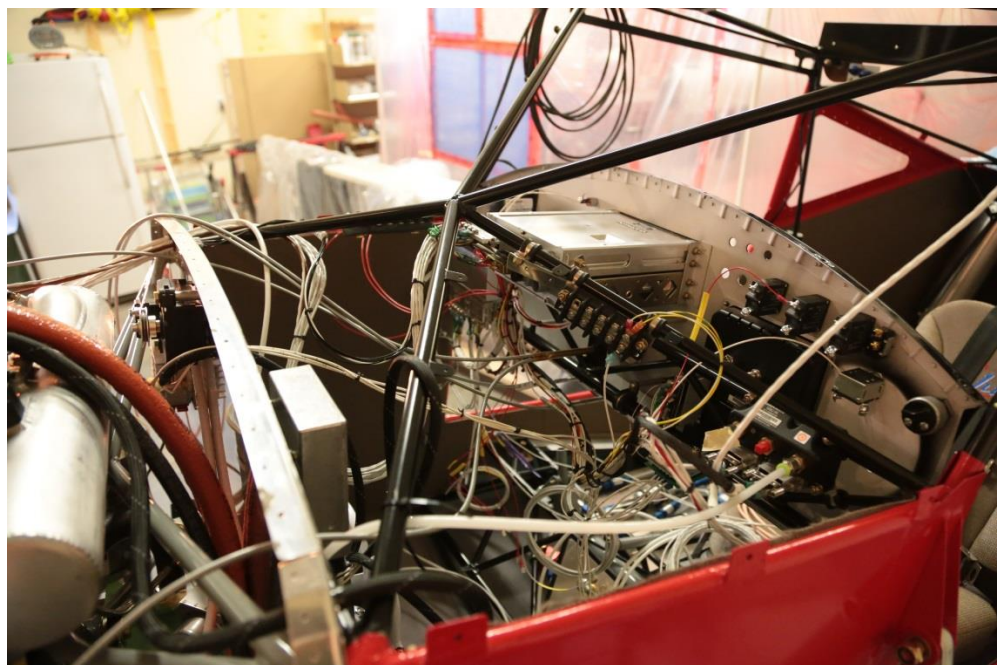
The big challenge was the panel, as I had to make all the avionics and switches clear the truss that is in behind it. Fortunately it worked on the first try and I did not have to cut it twice. The plan was to keep this plane simple, but I do not think I succeeded at that when you look behind the panel. Things like adding a fuel flow meter and then realizing you needed two because of the return line does not help. G3x needs a separate back up battery? There is no internal one? More things to just keep adding.

I have the wing in the booth and both wings should be sprayed out in the next couple of weeks. It will be nice when they are done so I can cut the booth size in half. I am trying to combine painting with wiring and such so I don't have to be waiting around for paint to dry. I have made many orders to Aircraft Spruce as you can never think of everything when you are designing as you go.

All in all I am happy with the progress. I am just over 9 month



in and it is starting to look like something. I figure I have 1000hrs in and likely a few months of work left. It's amazing how many new skills you learn each time you build a plane. If you are interested in building, don't just talk about it, get started. It is great fun. Just make sure you never add up all the bills. ☺
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FOR SALE



1995 Rans Coyote II S6-ES For Sale: Rotax 912UL (80HP). 250 Hrs. 116 Wing. GSC 2 blade ground adjustable prop. Cruise 100+ MPH burning 3.5 gph of premium auto fuel. Registered as Amateur-built. Recovered in 2007 and also added many updates at that time. Excellent condition. \$30000.00 For more information contact John Munchrath at 403-901-9661 or email john.munchrath@figment.ca (01/13)



1998 Buzzard Basic Ultralight. Recently Re-covered, Rotax 582 de-carboned and resealed, 495hrs total time. Flies great a blast for low and slow. \$19500 and open to offers, Call Norm 587-225-3944 for more info and demonstration. or email normrdt@gmail.com (12/13)

Lycoming O-235 C Engine for sale. Non-certified, 100HP engine, 2202.6 TTSN, 939.36 SMOH, 2400 TBO Logs available since new. No logs on the Bendix magnetos but may have only around 70 hrs. No starter or alternator. The engine was checked out and test run by Alberta Aero Engine in Edmonton. Carburetor is good, magnetos good, was told it was a sweet little engine. Compressions #1- 80/80, #2-76/80, #3-78/80, #4-80/80. Crankshaft has very good end play hot and cold. More info if interested. Asking \$7500 OBO. Contact Guy Christie 780-542-1225 or gcepegasus@gmail.com (10/13)

1960 CESSNA 150 FOR SALE. 7780 TTSN Approx 1260 SMOH Running excellent. Low oil consumption. Nav / Com. Intercom. ELT. Transponder. New ignition wiring harness. All new engine hoses. 2010 full strip and new paint. All new glass. All new exterior plastic. Seats and interior in good condition. Oleo and Shimmy Dampener O/H'd.

Hangered and Flown. Great toy or time builder. Hanger space may be available at Carstairs GCB2. Contact Alex Fox \$25,400.00 403-337-0126 (06/13)

EA81 Aircraft Engine For Sale. 100 HP. 2.2 to 1 belt re-drive by Reductions. Leburg electronic ignition. I have a second Leburg ignition so it can be dualled. Ran with Aeroconversions Aerocarb. Manuals for everything. Stratus Stainless steel muffler and exhaust. Custom rad with AN-20 fittings and braided stainless hoses. Engine mount fits a Kitfox IV. Very low hours. Please Contact Tim Vader at vadert@shaw.ca or 403 620-3848

KR2 For Sale: NOT AN OLD FARTS AIRPLANE! Air frame TT 30 hours. Engine Continental A 65/75 TSMOH 970, No Electrics, No Electronics \$12,000.00 OBO. Glen Clarke 403-279-1036 clarkekg@telus.net (11/11)→

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 Air Cadet Hanger 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 18th, Westlock, AB (CES4) – St. Albert Flying Club Fun Fly and BBQ, COPA Flight 61. Rain date Monday, May 19th. Pilot briefing 9:00 a.m. in terminal building. For more information, please email stabfc@gmail.com. Join us for a fun flying event and BBQ.

May 25th, Barrhead, AB (CEP3) – 5th Annual Fly-In / Drive-In Breakfast hosted by the Barrhead Flying Club. Served from 8:00 a.m. until 11:00 a.m. \$7.00 plate, under 6 yrs. free. Golf course adjacent to runway call 780-674-3035. Runway 07/25, 3300' Com. Co-ordinates (N) 54 05 50 (W) 114 26 20. 123.2. Fuel Available. For more information, please contact Wade Evans at 780-674-0142 or wade.evans1@gmail.com.

June 1st, Lacombe, AB (CEG3) – COPA Flight 157, Lacombe Fly-In Breakfast from 8:00 a.m. until noon. Co-ordinates are N52 29 18 W113 42 44. Everyone welcome rain or shine. For more information, please contact Don Warner at dhwarner@telus.net.

June 8th, Innisfail, AB (CEM4) – Innisfail Flying Club Fly-In from 7:00 a.m. until 11:30 a.m. Every one welcome. For more information, please call Bruce at 403-392-2424.

June 8th, Bonnyville, AB (CYBF) – COPA Flight 90 Pancake Breakfast from 7:00 a.m. until 11:00 a.m. serving sausage and bacon and will be cooking rain or shine. We will be providing complementary photos of you and your plane in the air and on the ground. Can't wait to see you come! For more information, please contact Kurt Richard at deikur@outlook.com.

June 14th, Carstairs/Bishell, AB (CGB2) – 18th Annual Fly-In Breakfast At Carstairs/Bishell's 8:00 till 12:00. For information call Glenn 403-337-2564

June 14, Cardston, AB (CEA6) – Welcome to our 8th Annual Fly-in Breakfast. Everyone is invited to walk, drive or fly to the breakfast. 0800 to 1030 on June 14 2014. Breakfast is \$5.00 per person or \$20.00 per family. While you are enjoying the scenery in the area, check out Waterton Lakes Park from the air. This is one of the places in the world where the prairie meets the mountains with virtually no foothills. We hope to see you all. Have a safe flight. Co-ordinates are N49 09 45 W113 14 28. For more information, please contact Douglas Murray at dgmurray@toughcountry.net.

June 15th, Morinville, AB – 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 (CMN6). For information, please email: stabfc@gmail.com

June 15th, Lloydminster, AB (CYLL) – COPA Flight 113 Annual Fathers Day Fly-In Breakfast from 8:00 a.m. until 11:00 a.m. Lloydminster Airport signs will be posted. Fly in or drive in, everyone welcome. For more information, please contact Kevin Reiter at 306-825-5542 or k2reiter@gmail.com.

June 22nd, Vegreville, AB (CEV3) – After a hiatus of several years the Vegreville Flying Club will once again host a Fly-In/Drive-In, breakfast from 8:00 a.m. to 11:00 a.m. Runways 31/13 - 4000 feet. 122.8 in use. RIGHT HAND CIRCUIT on 31. For more information, please phone Lowell at 780-632-2931.

July 12th, Chestermere/Kirkby, AB (CFX8) – Annual Fly-In Breakfast At from 8:30 till 12:00. For information call Bob Kirkby (403) 569-9541

July 20th, Vulcan, AB (CFX6) – Vulcan Flying Club 39th Annual Fly-in Breakfast from 0800 - 1100 am. Fuel available. Everyone welcome. Co-ordinates for this event are N50 24 27 W113 17 00. For more information, please contact Norm E Kristjansson at 403-485-2791 or cfiwc@telus.net.

July 28th – August 3rd, Oshkosh WI (KOSH) – EAA Airventure 2014.

August 10th, Westlock, AB (CES4) – COPA Flight 139, Westlock flying club annual fly in breakfast 7:00 a.m. until 11:00 a.m. Free "wing-camper" BBQ Saturday night. Grass runway available beside residential air park. For more information, please phone 780 349-1094 or sfg@telus.net.

August 23rd, Rocky Mountain House, AB (CYRM) – COPA Flight 166/Rocky Mountain Airport Fly-In Breakfast from 07:00 till 12:00. Co-ordinates are N52 25 47 W 114 54 15. For more information, please contact W.J.Horemans at wij@xplornet.com.

August 23rd, Claresholm, AB (CEJ4) – Fly-In Breakfast from 8:00 a.m. until 11:00 a.m. Sponsored by Town of Claresholm, Chamber of Commerce, and put on by Lions Club. Rides to/from town available (museum, murals, etc.) co-ordinates for the event is N50 00 17 W113 37 48 (NDB-408). For more information, please contact Murray at 403-625-3782 or frameaviation@hotmail.com.

September 1st, 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 see sites.google.com/site/stettlerflyingclub or contact stettlerflyingclub@gmail.com.

September 28th, High River, AB (CEN4) – High River Airport Fly-in Breakfast from 08:00 to 11:00 in conjunction with the Annual River Classics Car Club Show & Shine in downtown High River. Co-ordinates for the event are Lat. (N) 50 32 01; Long. (W) 113 50 34. For more information, please contact Jim Bleaney at j-sbleaney@shaw.ca

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