



Skywriter...



March 2015



*Stu Simpson's Cavalier is seen here sporting its new Lycoming O-320. More on the project inside.
Photo by Gary Abel.*

MEETING CHANGE

The March CRUFC meeting will be on Thursday, March 12th at the regular Aerospace Museum location.

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

Lack of Ultralight Instructors

We need more ultralight instructors to bring ultralight pilots to the sky. It is that simple, but it didn't dawn on us until last Thursday during the CRUFC directors meeting. Directors met and discussed many issues, but the pressing one was the dramatic decline in our beloved CRUFC membership. After two months into 2015, our membership declined from 64 members last year to only 42 members, representing 33% reduction in the membership. We believe that the membership decline is due to two reasons, first is the lack of new members joining the club and second is our current members departing the club or not paying their dues. Directors discussed different options, usual ones like encouraging the current members to pay their dues aiming to maintain last years of memberships. Also, we need to consider other major initiatives to improve the number of new members joining and remaining in the club.

Last year I thought that we had lots of options to reach out and attract new members, but eventually I faced a very basic problem in the lack of ultralight instructors. Even if we were able to convince and attract new members to join the club, they eventually need to practice flying. They need two basic things, an airplane and a license. They can fly a friend airplane, buy a share in one or possibly rent one, but without obtaining their ultralight license to fly, they are only passengers.

It all boiled down to the fact that new members means new pilots. This, in turn, means training is needed and instructors to provide the training. In Calgary, we have few instructors but need more. After the director meeting I called Wayne Winter's and asked him about his opinion. He is on the same page, fully agreeing about the lack of instructors and he is ready to help in increasing the number of instructors.

Directors unanimously agreed on lack of ultralight instructors representing the main hurdle that is negatively impacting our membership. We decided to dedicate our March monthly meeting to discuss this subject, we need to hear from our members and understand how we can resolve this problem. We need to reverse the declining membership trend by getting at least five ultralight instructors within the club who are ready and able to instruct new comers to increase the number of ultralight pilots. We are not advertising that the club manage the instructors but we are looking for club members, who own ultralight airplanes, to consider getting their instructor license

and providing ultralight piloting training for the newcomers. However if the collective wisdom of the club membership elected a different course of actions, we will be all for it.

The need is to train the flying enthusiast to fly affordable ultralight airplanes. Affordability is very important factors in reversing the above-mentioned negative trend. Once a pilot has obtained their ultralight license, he or she will look to buy or build an airplane, and many cannot afford paying tens of thousands of dollars to own an airplane, but they many share buying one.

The lack of ultralight instructors is severely impacting the flying enthusiast to achieve their dreams and we have to work together to find solutions and bring more flying enthusiast to the sky.



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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CAVU Dreams

Story by Ken Beanlands

END OF AN ERA!

First of all, I want to thank everyone for the outpouring of support I've received since the accident on February 1st. It really is amazing how many friends and family have visited, and helped us out.

However, after 32 years with a pilot's license and many more years of flying in the right seat beside Dad, I've decided to hang up the leather helmet and goggles for good.

As many of you read last month, I recently had a rather traumatic flying event that has left me with a rather messed up left knee. Unfortunately, some of the damage will be permanent. I have had some good news on that front. The surgery that we thought was eminent, now appears may not be needed at all! It's a 50/50 chance that the knee will heal up sufficiently on its own. I also returned to work today and found it went pretty good. I've been ordered to have no weight-bearing on the left knee for six weeks from the

time it was damage, which means it'll be around the middle of March for my first tentative steps.

However, I have already started physiotherapy, which mainly consists of bending the knee and trying to get rid of the stiffness that built up in the first couple of weeks. The doctor was hoping to get me to about 45°-60° in the first couple of weeks. I ended up achieving 90° in the first 20 minutes! I'm now using a stationary bike to improve mobility. Hopefully, the rest of the recovery goes as well.

Although this is a factor in my decision to stop flying, it's actually just one of several. Over the past five years I've been able to maintain my medical in spite of having Type 2 Diabetes. Transport Canada's requirements are actually quite easy to meet, since they want to see the blood/sugar readings at the high end of the scale. This prevents the possibility of blacking out due to the combination of low blood sugars and reduced oxygen levels in flight. Great... right? Well, not really. High blood sugars have really nasty long term effects on the body including high risk of heart attack, stroke, blindness and loss of lower extremities (ie... feet!). My family doctor and endocrinologist want me to have much lower numbers for long term health, but it's below Transport Canada's threshold. There is also some new medication that I should be taking, but which



Transport Canada doesn't approve of.

Over the past couple of years, this has added a huge layer of stress to my annual medical renewal, not to mention cost! I have to undergo a battery of tests every year including a dilated fundal exam of the eyes, stress EKG, ECG, etc. All these test cost money that comes out of my pocket!

The third reason for calling it quits is my wife, Renée. Although she has not asked me to give up flying, I know she'll never again be comfortable when I'm committing aviation. Renée has been a saint over the past couple of weeks. She gave up a trip to Newfoundland to visit with her ill mother. She's been my chauffer, nurse, cook, house maid, Sherpa and companion through this entire ordeal. She went through hell those first few days, trying to get information on my condition and wanting to come visit me in Edmonton. I know she is relieved with my decision.

Of course, the final reason is that I don't have a plane! Sure, there is the Buttercup, but it's still years from flying. I'm really not as keen to continue putting time and money into a plane I may never be able to fly. To be honest, I really haven't done much one it over the past couple of years mainly due to the fact I'm not as motivated anymore.

So, what's to become of the Buttercup? Well, since I made many modifications to the plane that are not really documented, I've decided to part it out. If anyone is interested in an overhauled O-320, I have one for sale. In fact, I have a second case and crank to go with it!

Over the past couple of weeks or so, I've been keeping busy by purging much of the aircraft stuff I've collected over the years. Much of it will go into the recycle or trash bin, but I will try to find a home for a lot of the useful items. It feels good to clean up a lot of this stuff. When I'm in better shape, I plan on having an Aviation Garage Sale to get rid of a lot of the parts and tools I've accumulated, both personally and through Beanlands Aviation Ltd.

As for the Christavia itself, the insurance wants to dispose of the wreckage in the next couple of weeks. I suspect that given it's a homebuilt, they will take the first reasonable offer that crosses their desk. Let me know if you're interested in the salvage and I can get you in

touch with the adjuster.

So, how do I plan to fill the void? I have a couple of ideas. I gave up R/C flying when I was in my mid-twenties to spend my time, effort and money flying the Cessna 180 and building the Christavia. However, I am still quite interested in the hobby and look forward to getting back into it.

Renée and I also have a passion for sailing which I hope to spend more time at. We have a sailing dinghy in the shop that needs a little TLC to get back in the water. There's also the cabin that needs a lot of finish carpentry work to complete and landscaping to get where we can finally enjoy it.

Finally, as many of you know, we've been getting more and more involved with the dog rescue organizations. I find the work incredibly rewarding and now have the time to put into that endeavor.

To be honest, I made this decision the morning after the crash and, so far, have not had a change of heart. Also, I have no regrets with this decision and look at it as a new opportunity. I've had a few comments that I may be jumping into this decision too soon and that I may change my mind after some time has passed. That may be the case, and if I do decide to get back into the hobby, I'll look at buying something "Ready To Fly" (as they say in the R/C flying world) rather than investing the time and energy into building.

I've also decided that I will resign as newsletter editor. Without having a direct involvement in flying anymore, it just doesn't seem appropriate to continue on as editor. Besides, March 2015 marks my 10th anniversary edition as editor and it's time for someone else to take the reins! In general, I've decided to simplify my life and reduce the clutter. I can concentrate on healing and other interests I've put off over the years. →



Cavalier Engine Swap

Part 2

Story by Stu Simpson

In mid-February I drove to Kamloops, BC to pick up my engine from Vike Aeromotive. Once I found Vike's shop I spent a very enjoyable hour with him discussing engines and airplanes and looking around his shop at the various engines under construction or repair. Then we loaded my newly overhauled and shiny purple, gold and black painted O-320 into my vehicle.

Two days later I set about the task of attaching it to the front of the Cavalier. Naturally, I wasn't alone in this endeavour. Gerry MacDonald had volunteered his services, and Bob Kirkby once again offered up space, heat and light in his hangar to enable the job to be done comfortably and efficiently. I couldn't have done this job without their help. Gerry is an experienced airplane owner who does as much work on his plane as he can, and that experience really shows through in all that he does around airplanes.

As we slid the hoisted engine into place on its new mounts Gerry noticed that two of the engine mounting bolts were noticeably worn with smooth gouges that had been worn into them over the 31 years since the Cav started flying. That was a full stop and it meant a nearly week-long delay while Aviall got the bolts in. Turns out I got four of the last six left in their entire system.

The following Saturday Gerry and I were back at it. We got the engine mounted and started re-attaching things that were sticking out of the firewall. Fortunately, the dimensions between the 290 and the 320 are nearly identical. That helped most of the time, but there are still some things that are quite different between the two.

There were only a few changes that arose during the install, and even those were quite minor and easily rectified. Things like the air box support bracket, routing of the oil cooler lines, and the exhaust bracing all required little adjustments.

Watching Gerry work was a real treat. He was rarely stumped by anything and he accomplished each task quickly, efficiently and with the highest quality. I sometimes felt embarrassed when I was struggling with a seemingly simple task while he was progressing steadily through everything he did.

This was most apparent with the baffling. The 320's size and shape are just different enough to make the baffles a bit of a challenge. I had a fair amount of

difficulty with the baffle chores that I worked on. Obviously, the baffling has to be done correctly to effect proper cooling. What made those chores so difficult was the Cav's tight cowling and the slightly different shape behind the prop hub.

Finally, on the first Saturday in March, the 320 was ready to test run. Gerry wisely suggested that we run it first with the cowling off for a few minutes. This would make it much easier to check for leaks and squeaks before we cowed it up again for flight.

We rolled it out into a bright chilly morning and pointed it into the wind. I climbed in and latched the door. I went through my pre-start checklist and turned the key. Nothing caught on the first few blades, but by the third or fourth it did catch and started running.

A number of things competed for my attention; a low and satisfying whine, ironically similar to a turbine; the engine's noticeable smoothness, and the fact there was no oil pressure yet. Lycoming allows 30 seconds without oil pressure registering, but I saw the needle start moving at about 12 or 13 seconds. That was a huge relief.

I spent the next several minutes with my eyes glued to the instruments and my ears tuned for anything sounding amiss. Gerry braved the icy propwash to check for anything dripping or wobbling that shouldn't have been. I ran the engine up to 1900 rpm and everything seemed great. I gently pulled back the throttle and allowed the engine rpm to descend to about 350 or 400 rpm before I finally pulled the mixture. The low idle would need adjustment, but we'd cleared a major hurdle.

We fastened the cowling back on and went to lunch. This was partly because I was hungry, and partly because I wanted to take my time before I flew the plane. It turned out to be a welcome break and the weather improved during the time we were away from the field.

Upon returning, I climbed in and started up again. Two things had yet to be done; the static run up and the mag check, which I'd forgotten to do when we ran it naked. I wanted to minimize any low rpm taxi time, so as soon as I could I had the Cav headed for the button of Kirkby's runway 34. Once there I did my standard mag check and was quite relieved to see we had timed the electronic mag perfectly.

Now it was time for the static rpm check. This was the part I was most concerned over. I worried that the prop, a Sensenich 74 x 58, would be grossly under-pitched. A conversation with Ken Beanlands taught me a lot about why prop pitches differ for the same engine on different aircraft models. Generally

speaking, the prop is pitched to match the performance of the airframe as much as the engine. Thus, planes that use the 150 hp Lycoming and the same 74" diameter as mine might have pitch ranges from 54 to 62 depending on aircraft performance. I needed to look for an airplane that had similar performance to what the Cav would have behind the 320.

My research turned up the Grumman Cheetah/Traveller, which also uses the 320-A2B. It's prop numbers are almost identical to mine, and its performance is pretty near what I thought the Cav would show. Maybe my prop worries would be for naught.

I set the brakes and eased the throttle to full. Just as I saw about 2450 rpm the tail came up sharply, surprising me. Worried about a prop strike on my brand new engine, I released the brakes and we started rolling. But the extra torque was ahead of me, compounded by the right crosswind. The acceleration was substantially higher than with the 290, too. Things were starting to get ahead of me and it scared me for a second.

I refused to let that happen. I stabbed the left rudder, tracked to the centre line and quickly got the Cav back under my control. In seconds the Cav and I were finally flying again. The climb rate was predictably excellent, exceeding 1000 feet per minute without even trying. All temperatures were in the green.

I spent the next hour staying close to Kirkby's in the event I needed to land quickly, but no major issues arose. Carl Foreman was on the ground with Gerry and his partner, Barry Wood. Gary Abel and Geoff Pritchard took video and photos. Carl reported on the radio that the engine sounded just great.

Despite my anxiousness upon first committing to flight, within half an hour I noticed a very comfortable relaxation setting in. I was still very aware of the Cav and what could go wrong, but nothing was going wrong. I was enjoying my beloved airplane once more. I landed after 60 minutes with a big grin and a lot of relief.

We checked the engine over carefully but could find nothing amiss. The only difficulties that

arose in flight were high EGT readings, which I'm pretty sure is due to a mismatch between the gauge and the new probe; and the oil temperature sitting at about 205 degrees. Not dangerous at all, but we did learn that the engine oil is not making it to the cooler. Gerry and I suspect an airlock, and we have a solution we'll apply as soon as we can.

The prop is in fact under-pitched, but only by a little. It's easy to keep it well within safe limits. I'll likely acquire another, coarser one later on, but it doesn't need to be a priority right now.

I flew another 1.2 hours that day running the engine hard, at well above 2550 rpm. It's crucial to run the engine as far above 75% power as you can. This forces the rings to seat properly against the cylinder walls which is essential for engine longevity. I was gratified when checking the oil upon my second landing to see that hardly any was gone in the second hour of flight. I think I'm doing something right.

After 2 1/2 months on the ground I'm glad to be back in the air with the Cav. It feels right flying with this engine, and it's much smoother than it was with the 290. I've gained 10 knots in cruise, maybe a bit more, but my fuel burn has increased, too. At the high RPMs it's burning just less than 8 gallons an hour. It should really be higher, but the Lightspeed Plasma electronic ignition makes a noticeable difference.

The really hard work is done now, thanks very largely to Gerry MacDonald's efforts and Bob Kirkby's generosity. I now get the fun of completing the break-in and then seeing just what the Cav will do with an extra 25 horsepower under the hood. I really am the lucky one. →



FOR SALE

Aeronca 15AC Sedan Fuselage, FREE If anyone is interested in an Aeronca Sedan Fuselage, please contact Ken Beanlands at (403)295-2079 or kbeanlan@telus.net (03/15)

Lycoming O-320-D3G, 160 hp engine, 0 SMOH, Certified engine overhauled in 2001 by Signature engines. All accessories except magnetos and alternator. Dynafocal mounts, includes exhaust system. \$12,000 OBO. please contact Ken Beanlands at (403)295-2079 or kbeanlan@telus.net (03/15)



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FLYING EVENTS

February 28 - March 1, Lac La Biche, AB (CYLB) – COPA Flight 165, Ice Fly-In and Winter Festival of Speed. Land your wheeled aircraft on a prepared ice runway or on skis next to the runway. Ice conditions vary therefore exact location TBD near CYLB on Lac La Biche Lake. Watch car, snowmobile, and motorcycle ice races. Freq. 123.20. Phone for runway conditions/procedures prior to launch. For more information, please contact Ken at 780-623-0673, kzach@telusplanet.net or Oriana 780-213-4647 orik1313@hotmail.com, www.classicwheels.org.

April 25th, Edmonton, AB – COPA Flight 176 Edmonton Rust Remover will be held at the Alberta Aviation Museum, 11410 Kingsway Ave NW, Edmonton, AB. Registration/coffee and muffins 8:00 – 9:00. Speakers, 9:00 – 15:00. Lunch will be provided. \$30 advance (before April 17), \$40 at the door. See our website for registration information www.copaedmonton.ca or contact Janis @ treasurer@copaedmonton.ca.

May 3rd, Red Deer, AB (YQF) – COPA Flight 92 and the Red Deer Flying Club will hold their annual Fly-In / Drive-In pancake breakfast from 8:00 to 11:30. It will be held at the Sky Wings facility. For additional information: Bert at 403-350-5511 or reddeerflyingclub.org.

May 9th, Medicine Hat, AB (YXH) – COPA Flight 171 is hosting a Fly-in Breakfast will be held at the hangar from 8 am until 11am. Contact Russel Koch at 403-502-5082.

May 10th, Sundre, AB (CFN7) – Sundre Flying Club COPA Flight 146 Annual Mothers Day Breakfast served from 8AM till noon at the Sundre Airport N51 48 29 W114 40 51. For more information, contact Bruce Goodwin at 403-638-3215 or kitfox4@cciwireless.ca.

May 17th, Westlock Airport (CES4) – St. Albert Flying Club Fun Fly and BBQ, COPA Flight 61. Rain date Monday, May 18th. Pilot briefing 9AM in terminal building. For information: email: stabfc@gmail.com. Join us for a fun flying event and BBQ.

June 13th, Vegreville, AB (CEV3) – COPA Flight 191 Annual Fly-in Breakfast from 8:00 a.m. until noon. Everyone welcome! Fuel and oil available. Rain date Sunday, June 14th. For more information please contact Ed Lesfrud at lefsrud@telusplanet.net.

June 18th – 20th, Winnipeg, MB – COPA Annual General Meeting. As the annual meetings have shifted away from a grand convention style, a host of activities are planned in connection with the COPA business session. Participants will be able to take part in a progressive fly-out dinner.

Tours are being arranged to visit Nav Canada's Area Control Centre, CYAV Tower, Canadian Propeller, AeroRecip, the Western Canada Aviation Museum, the Museum for Human Rights and the Polar Bear Exhibit at the Winnipeg Zoo.

So mark your calendars for June 2015, arrive June 18, take in some tours and come to the "Meet and Greet" Barbecue on June 19, participate in the COPA business, have a great lunch and continue to tour or fly to different airports on Saturday afternoon. <http://www.copawinnipeg2015.ca/> for further information.

June 21st, Morinville, AB (CMN6) – Join 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: email: stabfc@gmail.com.

July 9th – 11th, Arlington, WA – Arlington's annual Fly-In. For more information, please see <http://www.arlingtonflyin.org/>.

July 19th, Vulcan, AB (CFX6) – The Vulcan Flying Club and Lions Club invite you to our 40th Annual Fly-In Pancake Breakfast -- flying, driving, walking breakfast available 0800-1100. Vulcan Airport N50 23 53 W113 16 56.

July 20th – 26th, Oshkosh, WI (KOSH) – EAA Airventure 2015. EAA's annual convention. Contact Bashar if you wish to join a group flight Oshkosh.

August 15th, Claresholm, AB (CEJ4) – Fly-In Breakfast 8AM to 11AM at Claresholm Industrial Airport. Contact Murray Frame 403-625-3782, Jin Pedersen 403-625-3651 or email frameaviation@hotmail.com for more information.

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Calgary Recreational and Ultralight Flying Club
Directors Minutes

March 5, 2015

Attendance: Bashar Hussein, Carl Forman, John Kerr, Ken Taylor,

Treasurers Report: Ken Taylor presented the treasurers report. Our current membership is about 42 members. It was noted that a membership of about 60 members was required to meet our financial commitments. Bashar will remind members regarding payment of dues at the meetings. Cash in the bank at December 31, 2014 was \$7,762.61 (2013 - \$8,025.38) and retained earnings declined by \$232.77 from \$7,305.38 to \$7,072.61. Current cheque signing authority is any two of Ken Taylor, Carl Forman, and Norm Vinneau. Carl Forman moved adoption of the Financial Statements, seconded by Ken Taylor – carried unanimously.

Other Business; this was the inaugural meeting of the new executive. There were general discussions regarding the past, present and future of the club.

Matters arising;

The lack of cost effective flying opportunities was considered a factor in our membership decline. It was noted that obtaining a Private Pilot's license now costs \$10,000 to \$15,000 whereas an ultralight permit costs roughly \$3,000. However, there is a difficulty in finding ultralight flying instructors in the Calgary area. There is anecdotal evidence of a need for ultralight instructors in our area, for instance we are getting inquiries on our webpage. John Kerr and Bashar Hussein agreed to look into this issue further and to report to the membership at our next regular meeting.

Speaker – Our next meeting is to be held **Thursday March 12**, Solutions to the instructor shortage will be discussed.

Club Mission - . (unchanged from the past) The mission of the Calgary Recreational and Ultralight flying club is to promote safety and camaraderie amongst aviation enthusiasts

Website: Bashar noted that the website was operating satisfactorily.

Skywriter – It was noted (with regret) that Ken Beanland was resigning after ten years as our club editor. Bashar is pursuing possible replacements.

Club membership binder: Last year, it was considered desirable to have a binder with a brief resume and perhaps a picture of each club member as well as his airplane and a brief resume. The onus was placed on the members to submit their information. Only three did. It was decided, once again to pursue this project but to simplify the requirements by preparing a template. The goal is to provide each member with an electronic version of the binder. Various prior years' club activities were discussed as follows;

- Annual winter dinner and auction – Prior years have been organized by Dave Procyshen who is no longer a member. Held at Big Rock Brewery in the past. Included a buffet dinner and a silent auction. Another year is passed without this event. It is, however in our sights to do one this year.
- Annual rust remover – Held in April at Chestemere Kirkby Airfield in 2014. We did not get through the annual MOT questionnaire due to running out of time. The event was well attended and worthy of repeating – but we have to prioritize the questionnaire.
- Club raffle (the big one with radios, GPS, drills, etc.) We could do a 50-50 draw this year.
- COPA For Kids (we've had as many as two per year) – Carl has organized these but has declined to carry on, a new organizer will have to be found.
- Fly-in breakfast – it is desirable to have one but difficult to set a date.
- Club Air Adventure summer trip no firm plans in place.
- Combined breakfast with the Lethbridge Sport Flyers - Usually occurs in September.

Meeting adjourned.

