



Okotoks Flying Club - COPA Flight 81
Regular Monthly Meeting: May 29, 2006

Call to Order: 19:40

Roll Call: Ed Krott; Jim Bleaney; Neil Myers; Roger Sexty; Bill Zurawell; Kyle Bleaney; Joe McCall; Cameron Roe; Mike Weder; Ron Huizenga; Corey Wirun; Hal Werneburg; Mark Ballard; Ken McIntosh

Previous Minutes Read: and stand approved. Moved by Neil

Reports: Financial: J.Bleaney; Reports our account balance on May 29th was \$ xxxxx
I have contacted Coke requesting a statement of product dispensed.

Unfinished Business:

- Light on Windsock not working.
 - Our group will look at these items to see if they can be repaired.
 - Neil gave Klark another flood light to try in the windsock.
- Reflective paint for the runway and taxiway.
 - I contacted the town of Okotoks, they provided the name of there supplier “W.R. Meadows of Western Canada” Received quote of \$77.00 per five (5) gallon pail of either yellow or white paint. (contact: Alex 780-458-1173)
- Signage for the OFC.
 - Ron & Corey will create a template – Roger S. requested the opportunity to bid on making the sign.

New Business:

- Corey gave an overview of the clubs executive meeting held last month, focusing on our fly in scheduled for Sept. 16th.
 - Ken M. will reserve the BBQ for our Sept. 16th fly in.
- June 17 Airport clean up, Klark will put together some tasks that we can do.
- Sky Wings is installing a gate to keep vehicles off the ramp.

Good of the Club.

- Three new members have joined the OFC in the past month.
- Corey and George Murray attended the Calgary COPA Flight 14 meeting on Tuesday, May 2nd at Springbank.

Storey Time

Roger related an experience that occurred while flying for Klondike Helicopters out of Dawson City, Yukon in 1962. The other pilot (Doug) had experienced engine problems while flying up to the Artic coast causing him to make a forced landing on the tundra. In order to rescue the disabled helicopter, Roger, Doug and a mechanic returned via a second helicopter with a replacement cylinder. After making the necessary repairs and running up the engine it was time to fly the repaired helicopter back to Dawson City. The AME wanted to land every 30 minutes and inspect the engine. Doug would have no part of flying this bird back either so after some discussion Roger agreed providing the AME traveled with Doug to keep Roger's repaired chopper as light as possible. Since landing and lifting off created the biggest risk Roger would fly directly back to Dawson .

Adjourned: 20:45

J. Bleaney
COPA 1559800