



CANADIAN OWNERS AND PILOTS ASSOCIATION

**Okotoks Flying Club - COPA Flight 81  
Regular Monthly Meeting: Oct. 30, 2006**

**Call to Order:** 19:30

**Roll Call:** Joe McCall; Ron Huizenga; Mark Ballard; Amanda Reitenbach; Mike Weder; Jim Bleaney; Dave Veale; Bill Zurawel; Corey Wirun; Roger Sexty

Guests: Bob Harity; Bob Nielsen; Greg \_\_\_\_\_

**Previous Minutes Read:** and stand approved, Moved by David Veale

**Reports:** Financial: J.Bleaney; our account balance on Oct. 29th was \$XX.xx

- I have completed and mailed the Alberta Government “Society Annual Return” document
- We have replaced Ron & George as signing officers to the club bank account with Amanda Retienbach & Dave Veale along with Jim Bleaney
- Circulated the OFC audited financial report. Any questions

I request a motion to accept the audited statement as presented.

Moved by Ron Huizenga, Second by Ken Mcintosh, All in favor Carried

**Unfinished Business:**

- Signage for the OFC.
  - Ron & Corey will create a template – Roger S. requested the opportunity to bid on making the sign.
  - Cory presented a revised logo, we will discuss further next month. (He will try and fine tune the “wings” for a Canadian appearance) - **Incomplete**

**New Business:**

- Karl Air will be building hangers

**Good of the Club**

- With sadness I report John Bortnak passed away September 28, 2006
- Ron talked about his panel upgrade.
- Bill mentioned the mini series currently on CBC about the Hudson.

## **Storey Time**

Roger related a helicopter (Hughes 500) experience that took place in northern Saskatchewan.

Leaving a camp close to the Territories border, he was flying back to his base at Wollaston Lake when the weather closed in on him forcing him to set down. He found a swampy clearing, but this area was too wet and soft to land, so with little visibility left he set the helicopter into a hover and locked the controls with approximately half its weight on the muskeg. On his first attempt to climb out, he found he needed to fine-tune his hover. To assist in holding his position he used the landing light to amplify any movement. Now set into a hover Roger exited his machine and spent the next 30 minutes cutting saplings to create a clearing and a base for his landing pad. With his helicopter safely on its improvised landing pad Roger was able to make camp for the evening.

Morning arrived and the weather had lifted enough that he could maintain flight in VFR conditions. This made navigating a challenge and he over flew his destination by approximately 30 miles, leaving him low on fuel and necessitating another landing, this time near Reindeer Lake. He camped there for two days before search and rescue found him and had some fuel delivered.

**Adjourned: 20:15**

J. Bleaney

COPA 1559800