



Springfield Flying Club
514 Murdock Road
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Sept 2009

2009 BBQ held in Aug



The annual BBQ was held in August, with an excellent turnout despite the rainy weather. About 200 people attended, and ate indoors in the new clubhouse.

Here is the basic result of our effort on BBQ day

Expenses: \$1020
Income: \$ 1944
Profit: \$ 923
Still to come in: \$26

Arie



We are now using a computer to enter fuel purchases at lyncrest.

The instructions are posted on the wall in the fuel room.

Please be sure to save the Excel spreadsheet to harddisc and floppy after making your entry. After you enter the meter reading, the calculations are done automatically. No need to use calculator.

Thanks to Jim Goold for donating an old Win95 that was gathering dust in his basement.

Please don't use the computer for anything else. The disc is almost full.

If the computer is not operable, write your entry on one of the old fuel sheets.

Now that we are using a computer, we will have to heat the fuel room.

Thanks to Adrian Meilleur, and Gilbert Bourrier for moving and hooking up the fuel tanks

Summer Review

After another unusually late start for the flying season COPA Flight 35 has continued with its efforts to promote recreational aviation at the Lyncrest Airport. Efforts have come along quite well starting with the Rust Remover in January. This event was as always well attended and with some of the funds raised a \$200 donation was sent to the COPA Special Action fund. At the end of May we put on the BBQ for the 99er's Poker Derby with the net proceeds of \$197 going to Special Action fund. This fund is used by COPA National to challenge rulings throughout Canada that could put our flying freedom at risk.

In July, came the COPA National convention in Calgary along with the 100th anniversary of flight made it especially busy for us. Lyncrest, being a popular airport for aviators from eastern Canada, passing through to Calgary gave us the opportunity to show them our hospitality by having a BBQ for them as well as providing them with transportation to and from Lyncrest to their hotels. The partial group arrived on Tuesday July 14th while the other six aircraft were grounded in Ft. Francis. Wednesday morning arrived and with questionable weather we weren't sure anybody was going to get out. A slight break in the weather happened at 11AM and I had the good fortune to accompany them. With a 25kt head wind we set out. The Bonanza left first followed by the 172, myself in the 150, then the 206 and the Mooney. Shawn Wolk was the last to leave and his Peit had the toughest time with the wind. It took him 3 hours and 42 minutes to make Brandon. But he did make it. I kept pace with the 172 as far as Weyburn but with their extended range, they were able to make it to Medicine Hat while I had to land in Swift Current. We all met in Springbank on Thursday except for Shawn. He arrived on Friday. It was a great convention. The camaraderie, the flying and decision making all made for an enjoyable week.

The way home was a little less stressful. With a 10kt tail wind most of the way I had no problem making it back to home in a short day. What made this trip different was the John Lovelace group. There were about a hundred aircraft all flying east. All seemingly landing in Brandon at the same time. It got rather crazy but we all made it in and out safely.

Another Cross Country for the books.

Harry Wiebe



C-FRAZ In Calgary

If you have submissions for the newsletter send to - ghinman@mts.net