



Alberta Flying Farmers

Queen Cheryl's Report

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Greetings to all our dear Flying Farmers family. It is Lynn's and my wish that each and everyone of you had a wonderful and blessed time at Christmas. The time we are able to spend with loved ones at this time of year is precious. Many may be missing from our table due to long distances. Unfortunately, we also get so busy we may miss some of the moments with those we care about the most. I know that in our house by the time I have prepared and served the meal and done all the "stuff" that needs to be done, the day is over and I really didn't get a chance to visit with each person except for small snatches of conversation. I know all you ladies can identify with that scenario....however if we didn't do it, perhaps it wouldn't happen! It is still a wonderful time!



It seems the month before Christmas is just hectic. Our orchestra and our small musical group from church performed seven concerts for difference senior's facilities. As a part of the Senior's Committee, Lynn and I helped and hosted our Senior's Christmas Banquet at church. In addition, we spent a day with our great grand-son Ryker. What a hoot!! He will be three in January and talks like a five year old. We did a myriad of activities....sledding, playing, feeding birds, checking out the tractors, and baking cookies. By the time we took him home that evening we were all pooped out! I also had a special weekend with our "adopted" granddaughter. We decorated, made cookies and had a pajama party. What joy! It is truly a privilege to share time with these little people!

Thank you all for your support and all of you that were able to attend the Christmas Banquet. It was very good, the food delicious, the venue excellent! EXCEPT.....the weather! Once the venue was booked (in May), I started to obsess about weather. By November 1, we were watching all the weather trends just about every day and everything looked pretty promising November 30th was the night that everything changed. A Colorado low came in, stacked up against the mountains and we had a snow storm. It was my worst nightmare come true! I applaud the brave individuals that did make it and I am so sorry for many who just could not get there. As the

Queen Cheryl's Report ... cont

saying goes, in Alberta wait 5 minutes and weather changes. That is a true statement.

Thank you for your kind generosity to Operation Christmas Child. Lynn and I took a trip to Calgary on December 27 to deliver all the items to the "hospital". We were treated to a tour of the facility which is operated by Samaritan's Purse. What an incredible facility. There was row upon row of cartons. Each carton contains 24 shoeboxes and there are 16 cartons per pallet. Our estimation of the number that we saw is about 50,000 to 70,000 shoe boxes. Even more impressive is the fact that each carton (remember 24 shoe boxes per carton) is hand loaded on the Sea Container. They do not put in the pallets to maximize the space for every carton. I can say with certainty that those cartons are HEAVY. We have helped pack the ones from our church and Lynn has had helped load them. He estimates that they are 50 - 70 pounds each. Even though most of the shoe boxes had been packed at the end of November, there were a handful of people packing the last of the boxes the day we were there. The Flying Farmers donation arrived at just the right time. They were going to use some things to top the boxes being packed and the rest will be taken with them on the distribution trips. They said that sometimes they may be short at the distribution point and they take the "hospital" with them. The three areas that containers will be delivered from Alberta are: Ukraine, West Africa, and Central America. The distributions will take place in the new year. (One shipment has already left). I want you to know that each item that you gave will be appreciated more that you can ever imagine. The stories that we hear from the teams returning bring a tear to one's eyes. As we enter a new year, may we wish each and everyone of you a healthy and happy New Year. With highest regard:

AFF Queen, Cheryl

December Winter Musings of a Red Cap

Greetings to all our Alberta Flying Farmer friends. Well, it's 29 December 2018, just sitting here looking out at the field again. Seem to do a lot of that lately, watching the snow gently falling, once again. The weather guessers were wrong, once again. Don't get me wrong, I'm happy they erred in their trade this time around, once again! The forecast was for more rain followed by more snow, followed by more wind followed by dropping temperatures. They missed the rain part, none, nil, nada, not a drop! Yippee! Three out of four are good odds in my book! The guessers got the snow part right - yup - that's happening, it's snowing! As I write this, the wind is picking up out of the east, wind sock is straight out now - yup - got that right too. So the drifting will start (that's my prediction and I have never been wrong yet - loose snow combined with strong winds in Alberta - doesn't take a rocket scientist to figure that out!). And now the temperature is dropping - yup - got that right too! The last step in this story is to plug the tractor in. Done! We even installed a new circulating coolant heater this summer, when it was warm and had yet to fail, preventive maintenance sure beats freezing fingers now. Kind of like aircraft maintenance.

Wow, where on earth did that year go? Cheryl and I had a wonderful Christmas with family and friends with many highlights. One of the highlights was a week before Christmas we had our great-grandson out to "play". How can such a small package standing barely 3 feet tall, weighing in at about 35 pounds live weight bring two full grown adults to near exhaustion in six hours? It's all a blur now and all I can remember is "Do it again faster Great Grampa, do it again!"

December Winter Musings of a Red Cap ... cont

So, the other day I was in the hangar and had to move our airplane back just a foot or two. First thing that comes to mind is just to push on the propeller, close into the hub to move it rather than use the hand tow bar. My first thought was to turn the prop to the horizontal position to push evenly on both sides of the hub comfortably. As my hands went out my brain kicked in (not often that happens) and I thought back about 30 years ago during early spring. All I wanted to do was turn the prop on a Cessna 182 about 20 degrees so I could pull it forward a few feet to clear a fence. I was picking the aircraft up at the Edmonton Muni to bring out home to do an annual and I was in a hurry. The prop was at an angle, I was standing on a small patch of ice and there were no reported deficiencies on the machine. Just prior to grabbing the prop I moved one foot off the ice and had better footing to move the aircraft, then turned the prop. The engine fired and started, thankfully at a very low idle. There I stood, frozen, feeling every revolution of each blade mere inches from my face. It took me about 30 minutes to stop the shaking. Retrospect, I made what could have been three fatal mistakes, one – rushing, being in a hurry; two – rotating the prop, three – flying the airplane after the incident. First, it turned out the “P” lead on the right magneto was faulty and the magneto was live; second, the engineer was dumb because I was in a rush and third the pilot was stupid to top it all off, I went flying. Moral of this tale, use the hand tow bar to move the airplane and if (and I say IF) you have to turn the prop make sure to spin in the correct direction to lessen the chance of the magnetos firing resulting in serious injury or death. I am not going to say which is the correct direction to turn the prop, clockwise or counter clockwise, because different engines may turn in different directions, ie some British designed engines or some counter rotating twin engine light aircraft may be opposite to what is “normal”. Lastly if you are not mentally fit, with all faculties do not fly, postpone to another day.

While we are on the topic of moving aircraft by hand - consider this. I have done this many times in the past, you may have as well; hopefully you're a lot smarter than I am. It is so very easy to turn/move a tricycle geared single engine aircraft by pushing down on the tail or picking up a tail-dragger by the horizontal tail surface and spinning it around. How easy is that? And the manufacturer even gave us a great big huge flat surface to lift, twist and wrench on. Bonus! All I can recommend is – don't do it. This causes serious damages to the horizontal mounting points, carry-thru members or the horizontal surface spar. I have seen and repaired cracks to Cessna horizontal stab spar and distortion to mounting brackets and hardware on Pipers and various models and makes of tail-draggers such a Aeroncas. If you must (and again I say if you MUST move the aircraft in this fashion and there is no other choice) push down on the aft portion of the fuselage of the tricycle, distributing weight evenly over a large area. For the tail-dragger turn the tail wheel in the appropriate direction and push the aft portion of the aircraft around gently ensuring the point you have chosen is a major structure. Some smaller aircraft have handles for this. Use them.

Too everyone have a wonderful and Happy New Year. Enjoy your winter flying. See you all in April in Medicine Hat.

Red Cap Lynn

Carollyne Collier Report

Happy New Year! And may health & happiness be with you throughout 2019! What a year 2018 was with its many highs and with a few lows thrown in; this was to show us how fortunate we are. But overall it was a year of many pleasant surprises.

The holiday season provided us all with many days of lovely winter weather, a bit of snow for Christmas but not an over abundance. The season brought us together with family and friends some of which we hadn't seen in sometime. What a joyous season it is.

As I reflected on some of the humorous and some of the not so humorous moments of the past I thought I would like to share with you one of them

The story is of a 1947 Cessna 140 "CFIEI" and one of its experiences, along with owner/pilot Bob Collier. Back in the fifties Bob commuted from Castor to Calgary for many years; he worked as an electrician in Calgary as well as running a farm east of Castor. When he got his pilot's license life was made much easier and more efficient for him by cutting his travel time by more than half.

After he got his license he purchased an airplane, he parked it at McCall Field Airport (which is now the International Airport,) he tied down his plane down beside the Boyd & Fielder Station. Back then they didn't charge him storage for the airplane or for parking for his vehicle there. He left either his plane or his car there at all times for several years.

After running a crew of electrician on a job site all day he would often feel stressed with all the problems of the day so he would go to McCall Field and fly circuits (at night) this contributed to getting the hours that were required to qualify for his night endorsement.

Bob commented that once he got in his plane and started flying circuits his stress was gone and the world was right again, the problems on the ground all of a sudden seemed insignificant. Flying at night brought calm and stillness to his being. "This was truly the love of flight!"

Bob recalls the day a DOT Inspector walked by the airplane noticed there was a screw beside the front latch on the hood. (This had been put in for safety by the previous owner.) So the plane was grounded until repairs were done, the plane was taken to Chinook Flying Services where the screw was removed and a new latch was put on. With the repairs done Bob was ready to return to Castor, the weather wasn't ideal as there was light rain but it was ok to fly. When he was about half way to Castor the hood that had just been repaired opened and was flapping back and forth, the fear was it would tear off and come through the wind screen, so he throttled down and made a forced landing in a wet stubble field. After he landed, his thought was he would never get out of that field. But he proceeded to correct his original problem... the hood. He secured it with a "screw again" and continued on his journey home. He made it out of the wet field and home safe and sound.

When mechanics fail, God prevails!

To this day Bob finds flying a great release of stress; it brings him to a place of inner peace and tranquility.

I look forward to seeing many of you at our Annual Convention April 12, 2019 in Medicine Hat.
Carollyne Collier

Region 11 Directors Report

Since the convention in Saskatoon it has been hard to get me motivated to sit down and write my district 11 report. Merry and I left Saskatoon early Sunday morning because of a family reunion in Lac la Biche that same day. It was nice to see so many family members and friends. There was 8 Grandsons all six feet tall wearing white t shirts with a picture of their Grandparents. This may sound confusing but 2 of the Grandsons were ours. That is why we were there and not with the group of airplanes going north.

Since then Merry and I took a different Grandson down to Iowa. We had one of our daughters and family move to south east Saskatchewan. With furniture to be moved we hooked our trailer behind the Motor home and headed east. It was nice to see where our daughter Teresa and family were living. It ended up to be a longer trip than I had planned. Because of other commitments we did the trip too fast.

We did fly to Watson Saskatchewan to the Saskatchewan Flying Farmers Convention. It was so nice to see that Clement and Sylvia were honored and with some of those who helped with the Convention.

In October we were off again with Motor home and trailer to move help our youngest daughter and family from Lacombe to Barhead. Both daughters moved farther away with our grandchildren. So hopefully we plan to use the airplane more.

Because of my eye cataract surgery we did not make it to Fairmont Hot Springs this year.

Dec 1 we were in Olds for our AFF Christmas party. Our Queen Cheryl with her husband did an excellent job of looking after all the details. With some regulars missing because of bad roads and sickness we still had good attendance.

I do miss the IFF workshop but do understand why. Merry and I did book a 2 week trip to Costa Rica in January. Seems like we keep too busy because I have to run now.

Jack V

Newsletter Editors Report

2018 seemed like it went by at lightning speed. I was super busy finishing up a 2 year .NET certificate at SAIT, as well as working full-time. God doesn't give you more than you can handle, but it felt like I got close. Karen was an amazing support through all of this. She let me focus on working on the courses I was taking and she did so much. I am very blessed to have such an understanding wife. Now I feel I have to shower her with affection... well, more affection. I ended up getting an A+ in my last class. Sorry we missed the Christmas party as I had a class that day. My classes every Saturday for 7hrs for two and half months right up until Dec 23rd. Hoping everyone's Christmas was Merry. Happy New Year and God Bless.

Kelly

65th AFF Annual Convention

65th AFF Annual Convention
 April 12, 13, 14, 2019
 Medicine Hat Lodge
 MEDICINE HAT, AB

Room Reservations to be made by March 12, 2018
 Room rate: \$141.00 (Two queen beds or one king bed w/ pull out)
 (Breakfast included)

If you have any questions, please e-mail or call me.
 eandmhill@shaw .ca
 Home phone:403 4884992,
 Cell: 403 458 2420

Thank you.
 Margaret Hill
 for Ellis and Margaret Hill, Convention Chairpersons

Flying Farmer New Zealand Tour

FLYING FARMER NEW ZEALAND TOUR 11th November – 2nd December 2019 21 DAYS
 Open to all Flying Farmers, friends and family. Note: We ALL converge November 11 in AUCKLAND, where you transfer by air to the city of Dunedin. Ward Travel, our local travel agency in Virden Manitoba, has offered to lead the tour and make all airfare bookings to ensure we all arrive in Auckland by November 11. Sarah is from New Zealand, and lives in Manitoba. She will arrange departures to New Zealand from Vancouver or Los Angeles, if you want to use air miles or points let her know when booking. To keep costs down only breakfast is included every day, some lunch, most suppers on your own. When in Dunedin, Teanu, Queenstown, Fox Glacier, Lake Taupo, Whakatani, multiple optional tours available at your cost. Optional days you can rest, do your own thing or do optional tours. Based on interest shown we feel this tour will be well attended!

Pricing based on Twin Share:	Pricing based on Twin Share:
15 – 19 passengers	CAD \$6,000.00 per person
20 – 24 passengers	CAD \$5,575.00 per person
25 - 30 passengers	CAD \$5,275.00 per person
Single Supplement	CAD + \$1900.00 per person

Package Includes:

- Travel Wallet including Itinerary
- Private Luxury Coach throughout New Zealand with English Speaking Driver. Drivers Accommodation, Meals & Expenses.
- Twenty-one nights accommodation in 3* and 4* star hotel with breakfast daily
- Meals (breakfast and other) plus escorted sightseeing on a comfortable bus

Contact for more information: Ward Travel Sarah Ward 204-748-3351
sward1@mymts.net or Ken and Colette Pierce pierceken@icloud.com
 204-568-4651 (home) or 204-851-1160 (cell)

Calendar of Events

April 12-14, 2019	AFF 2019 Convention, Medicine Hat Lodge Medicine Hat, AB
Sept 19-23, 2019	Fairmont Hotsprings Fly-In, Fairmont Hotsprings Lodge Fairmont Hotsprings, BC
Nov 11 - Dec 2, 2019	New Zealand Tour, New Zealand

Directors - AFF 2018—2019

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Bill Pratt

PAST PRESIDENT

Jack Vandervalk

VICE-PRESIDENT

Rosella Bjornson

TREASURER

Bessie Molsberry

QUEEN

Cheryl Goyer

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End in 2019

Rosella Bjornson

Don Althen

Bessie Molsberry

Bill Pratt

End in 2020

Carollyne Collier

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FLY-IN CHAIRPERSON

Don Althen

PHOTOGRAPHER

Ron Wright

NAME TAGS

Hannah McDonald

REGION 11 DIRECTOR

Jack Vandervalk

Convention Chairperson 2019

Margaret and Ellis Hill.