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## COPA FLIGHT 92

**CLUB MEETING MONDAY  
FEBRUARY 17, 19:00 Hrs.**

Mr. Brad Anderson, a teacher at LTCHS, will do a program with his 3 screen virtual flight simulator.

**DECISION TIME:** Club members must make decisions regarding our traditional fly in breakfast as well as participation in the poker rally hosted in conjunction with Olds/North 40 Ranch. A good attendance is required!

## CLUB DUES.

Membership dues are due. Bring your cheque books and cash to the meeting. \$50 individual. \$75 corporate.

## TIP OF THE MONTH

WINTER WILL END, SPRING WILL ARRIVE AND OUR THOUGHTS WILL TURN TO MOUNTAIN FLYING. SEE PAGE 2 FOR A COUPLE TIPS ON AVOIDING TURBULENCE.

## QUIZ

**LAST MONTH:** MARTIN B-26 MAURADER. Often confused with the similar Douglas A-26



• WHAT IS THIS AIRCRAFT?

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the Martin B-26 was taken out of USAF service in 1959 and all remaining Douglas A-26 aircraft were redesignated B-26. Hence the confusion. Two Air Spray 26s were Douglas B-26s and the remaining were original A-26s (more confusion).

**The Canadian Connection:** On January 16 1942 three of a flight of six USAF Martin B-26s, on their way to participate in the Aleutian Island campaign, became lost in bad weather and crash landed in northern BC near the Yukon border. The site became known as the Million Dollar Valley. All 21 crew survived. Two more crashed further north and only one completed the journey. The crew were rescued three days later by bush pilot Russ Baker flying a ski equipped Junkers 34. In 1972 the three aircraft were recovered by American collectors and two were restored-one to flying status.

What is the aircraft pictured above?

## 2014 RDFC EXECUTIVE

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**Graphic Area Forecast (GFA) for Prairie Region (GFACN32) issued at 1743 and valid on 2014 01 11 at 18 UTC. Turbulence, Icing and Freezing level forecasts.**

Please refresh/reload your screen in accordance with your browser type and version in order to update the image.

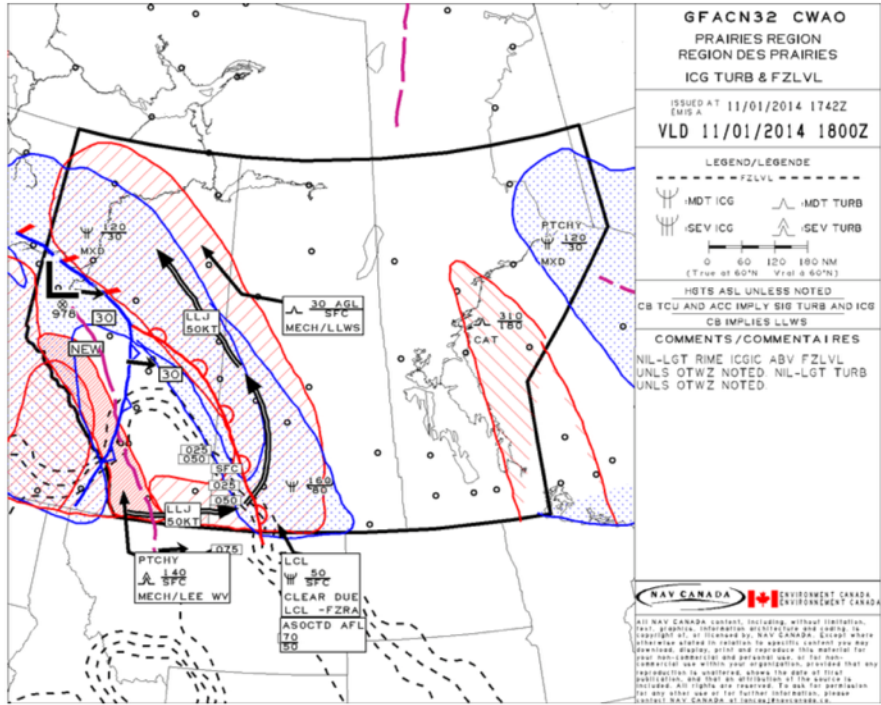
Note: Always verify the issue and validity date and time on the GFA itself. The issue of a particular GFA could be late.

GFA Issue time +00hr  
GFA Issue time +06hr  
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[Clouds & Weather GFACN32 +00hr](#)

[GFA Abbreviations and Symbols](#)

[Forecasts & Observations Page](#)



## GRAPHIC AREA FORECAST ICG TURB & FZLVL

Many of us flying VFR may not consider the icing, turbulence and freezing level portion of the GFA. Information such as the areas of severe turbulence depicted on the left is useful in making go/no go decisions, particularly when the winds and weather at home are good. Sometimes a picture is better than a Sigmet.

Another useful clue suggesting significant turbulence in the foothills and mountains is the periodic, progressively increasing, light bumpiness every few miles at typical VFR altitudes beginning about half way between CYQF and the front range. This is due to down stream ripples caused by the standing mountain wave with strong southwesterly winds aloft.