



# *Champagn-E-Vents*

*February 2022*

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**MEETING HALL ADDRESS:**  
 The Hangar Flight Museum  
 4629 McCall Way N.E. Calgary, Alberta,  
 T2E 8A5

**MEETINGS:**  
 Second Wednesday of each month, (except July, August & December) @ 7:30 p.m

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## PRESIDENT'S REPORT

From the Calgary Balloon Club, a warm welcome to all the members as we head into the year 2022. The last year was overshadowed by the covid issue that impacted many of our plans. With a little optimism, there is hope that 2022 will return to a more active life. Many plans for ballooning are already being made for the coming year .

The ending of 2021 saw the successful transition of registration CFLAG from the Club to a company. A special thanks to Brant and Linda for carrying that along.

New Year's Day got off to a chilly start, literally. Minus 20-something is just too cold for a fun flight. I am thinking that minus 10 in the morning is becoming my personal cut off for the consideration of equipment, and crew.

I would like to thank Brant for stepping in to chair the recent Club meetings, and keeping them interesting. The end of January finds Heather and myself, in Lake Havasu Arizona for the balloon festival. Although, with the wind, this year could have been a 'kite festival'. It is a great gathering of friendly people. For some of the crew, it has been over two years since touching a balloon. This prompted a refresher course on crewing. In addition were the many good questions from the crowd as we did the glow/candlestick. I was enlightened by how going over procedures increased the understanding of balloons. So, for this year, I think that crew training would be a good focus for education within the Club.

And now, a request for someone to fill the position of President Elect (PE). By being at a festival, one sees the wealth of background information relating to ballooning. In the PE position, you would be exposed to the organizing considerations of the Club. This is good practice for life and work. Aside from that, it is fun with nice people. So, if you want to learn, consider taking the PE position.

That's it for this newsletter. Looking forward to a busy year.

Richard Clark, 2022 Calgary Balloon Club President



## **Winter Flying**

A few pilots have been interested in the use of heat tapes and also heat tapes vs. nitrogen so I thought it might be timely to tackle the pros and cons of the subject.

**Heat tapes:** warms the propane and thereby, increases the pressure.

**Pros:**

- Heat tapes (Battery warmers) can be purchased at automotive stores (i.e. Canadian Tire) and you can find them in various wattages.
- Pilots worry about having to babysit their tanks once you plug them in to make sure they do not overheat. If you purchase 60 -85 W, the heat tapes can be plugged in all night and the pressure will not exceed around 140 psi.
- Heat tapes warm the propane and warmer propane is better for the o-rings in your tanks and burners.
- Heat tapes are easily installed by wrapping them around your fuel tanks, inside the cover.
- Using duct tape completely around the tape is the best method to secure them. Make sure to secure the electrical cord so that the end comes out at the top of the tank.
- Heat tapes should be inspected to make sure that chafing, caused by movement or vibration during travel has not disturbed the security of the tapes.

**Cons:**

- Pilots worry about having to babysit their tanks once you plug them in to make sure they do not overheat. Again, make sure that you know how long it takes to heat your tanks without overheating with your current battery warmers. Use timers, if necessary.
- Once you unplug the tank, the tank will cool off. If you are travelling a distance before reaching the launch site, you can lose a lot of the pressure.
- Realizing that the space between a morning and afternoon flight in winter would not be too far apart, the tanks cannot be warmed quick enough to increase the pressure substantially.
- The wires can fray causing electrical heat directly on the tank and a potential for a fire. The necessity of inspecting your heat tanks is paramount for this reason. Heat tapes covered in padding also lessen this problem.

**Nitrogen:** an inert gas that can replace the missing pressure with cold propane thereby increasing the pressure of the propane.

Pros:

- The nitrogen is convenient and can be applied just before the flight.
- The pressure of the tank continues to hold longer when using the tank.
- The nitrogen can be reapplied for a second flight later in the day.

Cons:

- The nitrogen cannot be used in the master tank with a vapor pilot light as the pilot light will not work properly with nitrogen in the tank.
- Your fittings are still cold and you are still running cold propane through the fittings so the potential for leaks is greater.

Both systems work and it becomes personal preference as to the method used by each pilot.

**And also,**

Another topic for this winter's flying relates to all these Chinooks we've been experiencing and for those pilots who will be planning a long jump or will maybe just get caught in some shear conditions.

Rather than invent the wheel, I would like to take this opportunity to provide a previous Chief Pilot Report from our Chief Pilot for Life, Dennis Myrthu that I found really interesting and enlightening. This article was printed in Champagn-E-Vents in February 1995 and is definitely worth bringing up for discussion again. Thanks Dennis.

### **SLOW DOWN**

**Dennis Myrthu**

**Champagn-E-Vents**

**February, 1995**

At one of the events I attended with the dinosaur last summer, a flight took place one morning when winds on the surface were light with strong winds above 300 to 400 feet. Climbing through the shear was not a problem and once in the upper layer, groundspeed was estimated to be 25 knots. When the time came for landing, most of the pilots descended through and waited for some time before touching down. I followed the same pattern and found it took quite some time before my speed was back to a suitable rate for a safe landing, in fact in this case, making a stand-up landing. Another pilot elected to come down through the shear and to land immediately. Groundspeed at touchdown was probably 20 to 25 knots. Speed combined with loss of control caused a nightmare situation. The pilot and one passenger were pitched out of the basket, leaving one frightened passenger on a solo flight. This passenger was instructed to pull the red line and luckily survived with only minor injuries. Injuries to the other passengers were more serious.

Why did this accident happen?

I can't be sure but I strongly suspect that the pilot did not descend into the light winds below the shear, staying at that altitude until the balloon had slowed down sufficiently. It seems a lot of pilots don't realize that a balloon needs some time to slow down. This applies to automobiles, trains, etc., which usually don't come to an abrupt stop. A balloon has a mass of at least 3 to 4 tons and acts no differently. Because it has no brakes, only the resistance provided by the air (or ground) will give you this braking action.

So next time you encounter the above conditions, first of all be very careful when passing through a low level shear. Maintain a slow, controlled descent and be aware that as you pass from the strong upper winds to the light surface winds, you may experience a "false heavy" effect, (the opposite from false lift), which sucks the balloon and its contents into the ground. Next, make sure that you give the balloon time to slow down before landing or you may find, as I did some years ago, after dragging halfway across the field and getting out of the basket that the surface winds were calm.





# World Records and the Calgary Balloon Club

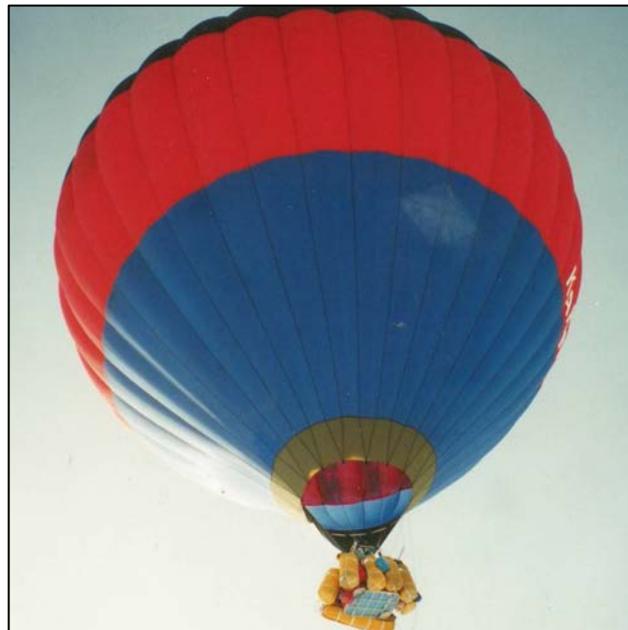
*By Dennis Myrthu*

For the past 27 years the Calgary Balloon Club has assisted international pilots attempting to set World Record flights. Pilots from both Japan and the UK have relied on the club's assistance to achieve their goals. In the next few minutes I will briefly tell about three of those flights.

Japanese pilots Michio Kanda and Hiro Takezawa came to Canada in 1997 in an attempt to set a world endurance record with an AX10 hot air double skinned envelope named MAMBO.



It was bitterly cold on February 1<sup>st</sup> when the launch took place at Bill and Penny Lesters acreage at Chestermere Lake. A fork lift was needed to hang 8 large heated propane tanks around the outside of the basket, later to be parachuted to the ground as each became empty.



The next two days were a gruelling ordeal for both pilots and crew when driving in all types of weather and road conditions through the most desolate parts of southern Saskatchewan and northern Montana.

On the second night while still in the southern part of Saskatchewan the pilots reported seeing mountains. Obviously lacking sleep and hallucinating somewhat, no mountains were encountered. We had to convince them it was low hanging clouds and not mountains.

The border crossing into the States was at Monchy, Saskatchewan, a remote Customs office open only during limited hours.

We had to wait an hour at the gate in the early morning before the office opened. The girl on the early shift had just got out of bed, suffering from a terrible head cold. She was completely bewildered when a group of 10 grubby individuals with a van and an empty flatbed trailer wanted to cross the border. A large stack of papers was placed on her desk stating that here was the proof she needed for our crossing.

Never even looking at them, she pushed the papers back in our direction and between snuffles said, "Go ahead, just get out of here."

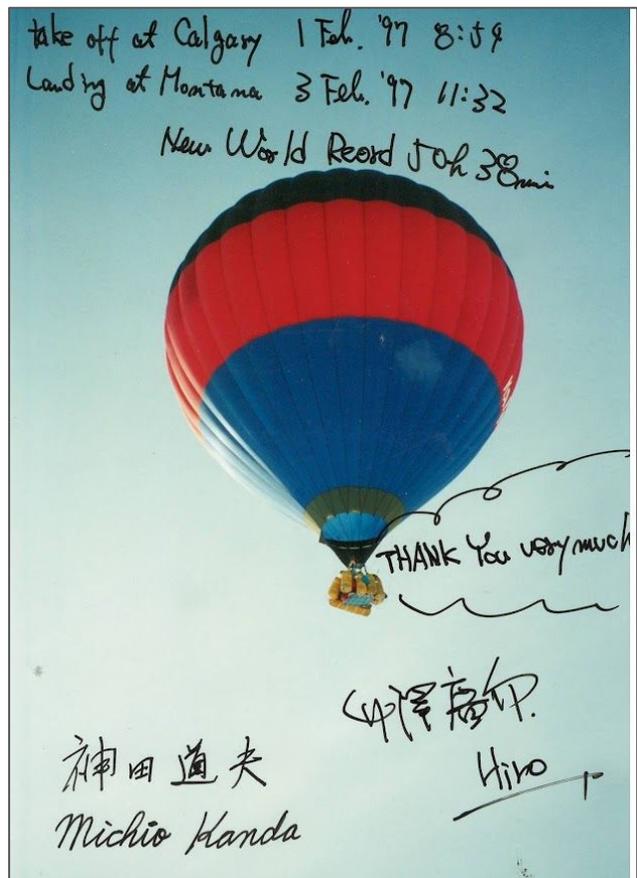
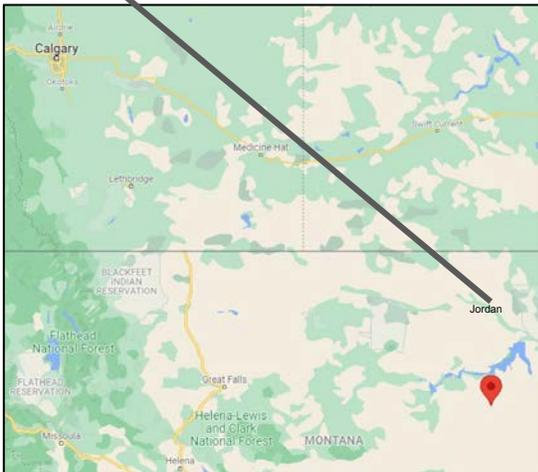
The fellow at the US customs was equally anxious to get us on our way. He was hobbling along on crutches and had no interest in delaying our trip.



Facing the final night, the last tank was almost empty but they kept going. Thanks to a bright sunny morning the next day the balloon carried on. Solar heat enabled the flight to continue on much longer than expected with a successful landing at Jordan, Montana. Being in a very remote part of the state, the landowner was delighted to have a balloon land on his property. His wife even made some freshly baked muffins for us before we continued on our way back to Calgary.

An AX10-14 World endurance record of 50 hours 38 minutes was made and still remains to this day.

Michio later attempted to cross the Pacific ocean from Japan to the USA in a home built million cubic foot home built hot air balloon. He was rescued by a tanker ship when he had to ditch that flight a short distance from Japan. That ship, unfortunately, was headed to San Francisco and not to Japan, a long journey back home. Sadly, he lost his life on a second attempt when he encountered a storm in the mid Pacific.



David Hemplemann Adams. ,,Sir David Hempleman Adams.

His name will be familiar to many of you. David lives in a grand old manor house in the UK near Bristol, home of Cameron Balloons. He is a member of the Club and has relied on its assistance for over 20 years. The most recent time was when his daughter Alicia successfully made her World Record altitude flight

Alicia, following in her father's footsteps, launched from the High River balloon port in February 2020, setting the Ladies World altitude record of 4604 metres or 14,700 feet in a relatively small AX4 balloon. A ceremony followed with official observers and Club members celebrating the occasion.



*To read more about Alicia's flight and David's Long Jump that same month, please see the Feb 2020 and May 2020 newsletters.*

A word about Hempleman Adams.

As a well known British adventurer and explorer he has achieved 47 world records. Scaled Mount Everest twice, climbed the highest summits in all seven continents, walked solo to both the North and South poles, made a balloon flight from Spitsbergen in Norway to the North Pole, a solo balloon flight in an open basket from Newfoundland to a landing in France just to name a few. He made his first flight across the Andes mountains in a hot air balloon after only 30 hours of flying experience.

David has been to Canada a number of times, including one flight from Drumheller to Montana on December 11, 2000. My role was to help prepare the equipment and obtain the necessary approvals for a high altitude flight to 35,000 feet in preparation for a flight he planned to make over Mount Everest. It was extremely difficult to obtain the approval to penetrate the high level airspace above 25,000 feet. Airline traffic operates in that airspace and is strictly controlled. Any aircraft had to be diverted if on a conflicting path of the balloon.



The day of the flight the temperature at the launch site was a chilly -34 Celsius. A hot air balloon operates much more efficiently at cold temperatures, unlike the human body.



The flight reached an altitude of 34,160 feet . The temperature at altitude was -60 celsius, the wind 110 knots . Duration of the flight was 5 hours 59 minutes. Distance covered 585 kms



Heading south and before crossing the US border an airline pilot reported seeing a balloon in his vicinity at approximately the same altitude. No doubt he had to be convinced it was a balloon and not a UFO.



The flight was a success with a landing near Winnett, a remote and desolate part of Northern Montana. Although from GPS readings we knew the approximate location of the landing, it took several hours with the combined effort of both the local sheriff and some big game hunters to find him. It was all four wheel drive country. Although there was some concern about his safety and night was fast approaching we figured anyone who could survive at the summit of Everest and both the north and south poles could survive in Montana.



The one and only hotel in Winnet was something you might expect to see in a wild west Hollywood movie. It's not the end of the world but you can see it from there. Now try to explain to the manager in the hotel why eleven tired and unshaven fellows along with one lady would arrive at his hotel late one evening looking for rooms. I think he felt it better not to pursue the matter. He just threw a handful of keys on the counter and told us to find our own rooms. We never saw him again until the next morning when he was looking for payment. None of us had any US money and Canadian money was not legal tender. The sheriff drove Katherine, our chaperone, to the next town to withdraw money from a bank machine to pay the ransom before we could continue on our way back home.

After the flight the equipment was shipped to Nepal for an attempt to make the flight over Everest but the project was cancelled when China refused entry into their country following the September 11<sup>th</sup> terrorist attack.

David has 7 books published on his adventures, every one of them illustrating the sheer determination he has for conquering the elements.

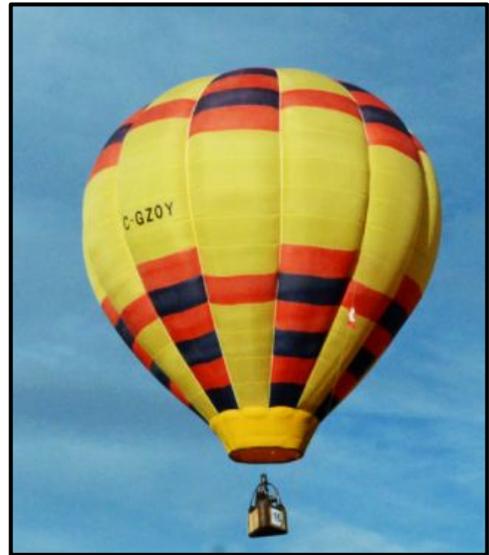
His latest, "NO SUCH THING AS FAILURE" is a 'must read'.

You can be sure we will see more of David in the coming days and that he will again be looking for the club to give him a hand.



## Scott Beaton's New Balloon

Back in the 1980s, when Scott Beaton was working with Chris Smith at a local company called Balloon Dimensions, a balloon was ordered from Balloon Works (now FireFly) in the United States. One of the last Barnes polyester balloons made, it was flown until 1997, then stored in a quonset's loft. The pilot passed away, and the balloon was forgotten until last summer, when Scott Beaton remembered the balloon and went to investigate. The late pilot's son accepted Scott's offer, so he loaded it into his truck, and took it up to Gary Fehr for a thorough inspection. **Gonzo** is a Barnes 65 with about 180 hours, and Scott says that she "Flies like a dream."

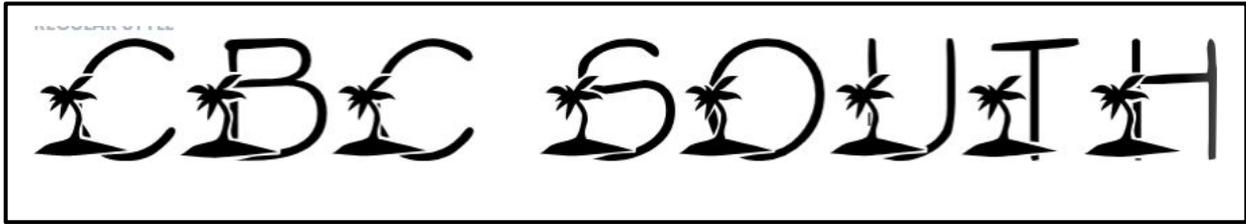


## Save the Dates!

The CBC's Drumheller Spring Happening is scheduled for April 29 - May 1st. Remember to book your hotel rooms early. Call the Travelodge at 403-823-5302 and ask for the CBC rate.

Willy and Cindy Taillon are organizing a ballooning event for Medicine Hat. Watch the CBC announcements emails and the May newsletter for more information.





## Havasu Balloon Fest 2022, January 20-23, 2022

*By Heather Clark*

- o Four Canadian pilots traveled to the sunny south in January – John Phillips, Dale Ritchie, Cliff Skocdopole, and Richard Clark
- o Cliff and Richard managed to fit in some fun flights in the week prior to the Havasu event.
- o School tethers were scheduled for the Thursday as a kick-off to the festival. Considering there were high winds forecast for Thursday, Richard and Cliff teamed-up to inflate one balloon at their assigned school, on the Wednesday instead. On Thursday, the wind blew!!
- o Friday morning the conditions were good and nearly 70 balloons took to the skies for an excellent flight over Lake Havasu City.
- o Dale Ritchie flew his balloon directly over the London Bridge that morning!
- o Sadly, the wind returned later in the day and held steady for the rest of the weekend. No further flights were possible during the event, and only candlestick ‘glows’ were done in the evenings.
- o Cliff & Sheri Skocdopole were delighted to be able to have their balloon, Northern Flights, glow for the first time, at a park one evening during the week. This attracted a small crowd and made the local paper.
- o John, Cliff and Richard were able to get in some more fun flights over Havasu in the days that followed.



Leanne Henderson  
crewed for  
Phil Cathey of  
Roswell, NM.



Sheri Skocdopole, Mike King, Donna King



Margie Lunt,  
ace crew for  
Northern FLights.





School presentation,  
January 19

Thanks to Sheri  
for the pictures!



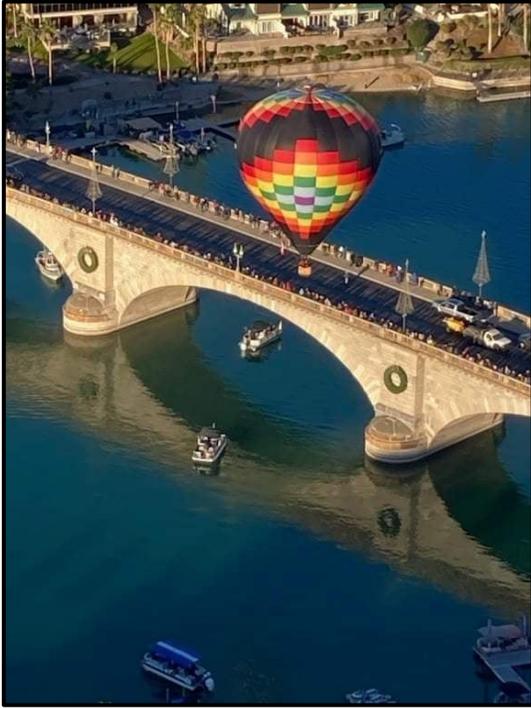
Karen Williamson (right)  
with Kerri Moore from Texas



Perfect weather  
for one spectacular flight  
on January 21st,  
with about 70 balloons  
filling the sky.



Katrin Phillips



Dale Ritchie flew low over the London Bridge, having to pop up just a wee bit to miss a Christmas decoration.

See the video [here](#).

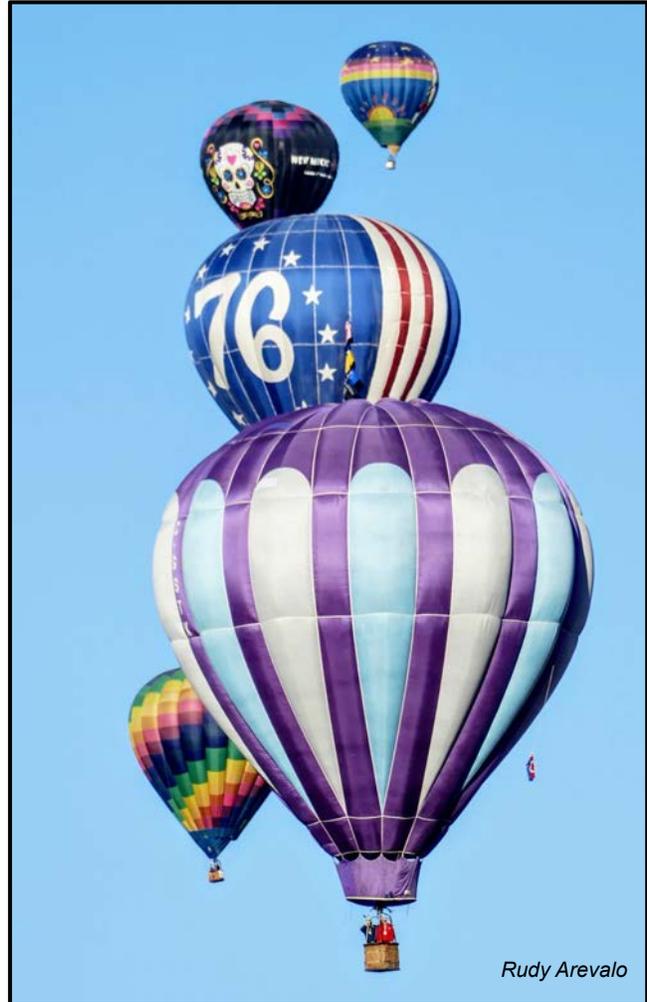


Photo submitted by Leanne Henderson





John Phillips,  
Cliff Skocdopole, and  
Richard Clark were able to  
fly after the Festival.

Cowboy John Phillips knew  
how to pick a good landing  
spot for his post-Festival  
flight.



## Havasu - post-festival Glow

Although the official Glow was weathered out, the weather after the event was too good to resist. Cliff and Richard decided to tether in downtown Havasu, to finally see how the new balloons glow. Beautiful!



# Mesquite Balloon Festival

- Cliff Skocdopole and Richard Clark both participated in the Mesquite event, the weekend after the Havasu festival, from January 28-30th.
- As the flying area in Mesquite is about 5km by 8km, it is necessary to have light winds. The consequence of higher winds is ending up out over the desert landscape – UGH! During the weekend, conditions favoured two flights and two glows. There were good crowds and interesting questions.
- The slow flying speed allows the balloon to glide over the people and landscape. Great opportunities for pictures and to chat with the people on the ground.
- Did we mention that the weather was sunny and warm? 😊
- Mesquite is also the starting point for the trip north, back home. Somewhat sad to leave the desert climate. Until next year.....



*Thanks to Donna King, Sheri Skocdopole and Heather Clark for the pictures.*



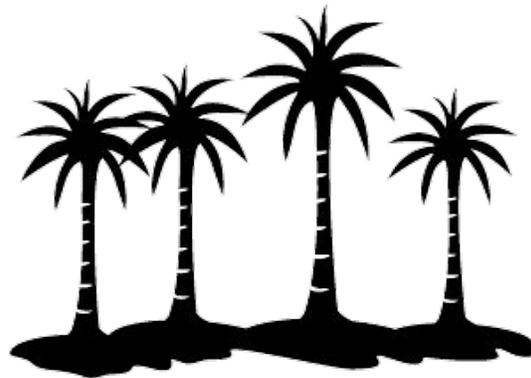
Photo supplied by Brent Gordon

## Arizona Balloon Classic

After Havasu, John Phillips attended the 11th annual Arizona Balloon Classic in Goodyear, Arizona, held from January 24-26, where Scott, Brent and Sheila Gordon had been busy helping. About 3000 spectators showed up to see 16 balloons. Six flights and two glows were scheduled over the course of the event, but the weather allowed only one glow on the Saturday evening.

**Safety tips for driving in the snow:**

- 1. Install winter tires**
- 2. Drive south**
- 3. Continue until you see palm trees**
- 4. Apply brakes and sunscreen**



# Long Jump Challenge

Shane Lockyer has thrown down the gauntlet for the Long Jump Challenge, with a 140km flight from High River to Coaldale on January 22nd in his new-to-him balloon, Prism.

The upper winds were forecast to be 21 knots at 6000' and 43 knots at 9000'. Cathy Dudgeon wandered around in the predawn darkness to report that the flags at the nearby rodeo grounds were full out, and a pibal from the Balloon Port went northeast before disappearing into the dark. Clouds were heading southeast at a good speed, so Shane, Emma Lockyer, Walt Then and Linda Then decided to make the trip out from Calgary.

Shane launched at about 9:40 a.m., and ascended to almost 9000' looking for the 40 knots winds that were forecast. He stayed at about 8000' for most of the flight, averaging 25-30 knots. Although Lethbridge was reporting 17 knots gusting to 23 knots at 11:00 a.m., by noon the winds had started to slow down considerably. Shane landed at about 1:10 p.m., doing about 12 knots, with Emma, Linda and Walt right on the spot to slog through the muddy field to retrieve the balloon.



3.5 hours

140 kilometres

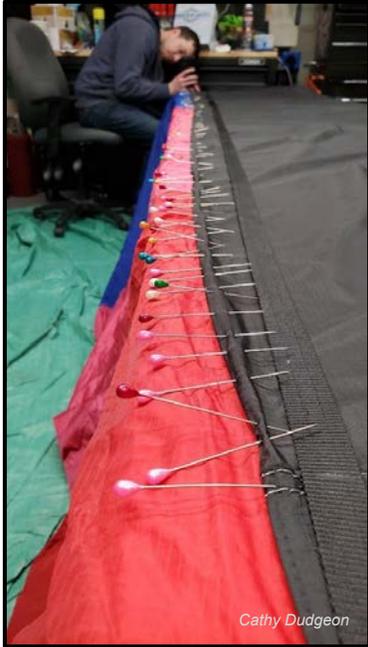
130 litres fuel

8939m  
maximum altitude

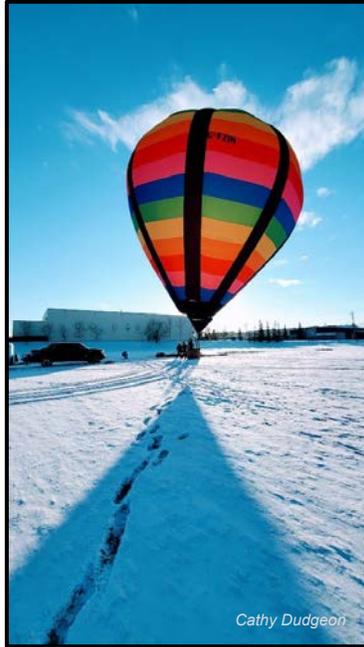
38 knots  
maximum speed



Photos by Emma Lockyer, Shane Lockyer, Cathy Dudgeon



Cathy Dudgeon



Cathy Dudgeon



Cathy Dudgeon

Shane Lockyer's new balloon, *Prism*, is a 1992 77B Thunder & Colt in beautiful shape. A lucky barn find by Brant Leatherdale, it needed some updated paperwork and a few new panels before taking to the skies again.

## Congratulations!



Emma Lockyer finished her Master of Education!



Bill Dickinson passed his FITEN exam - another Flight Instructor for Alberta!

## A Toast To Sparkling Wine

Don Perignon (1638-1715) was a monk and cellar master at the Benedictine abbey in Hautvillers, Champagne area, and he had a problem. He could not rid his wines of bubbles, deemed a flaw at the time. He could not understand why the grape juice, vinified in the fall, would stop fermenting as the temperature lowered. Stored in barrels or bottles, the fermentation process would resume as the temperature rose in the spring. With no escape route, the CO<sub>2</sub> produced by the process was trapped and formed bubbles in the vessels. Pressure mounting, a trip to the cellar was akin to being thrown in the front line of a war zone with corks popping out of barrels, bottles exploding, and wine wasted. The problem was so prevalent that special helmets were created to protect those brave enough to venture down the dark rooms.

At the time, the fermentation process was not well understood and the wine masters were at a loss. Resigned, the producers decided it was best to embrace the bubbles and market them as a good thing. Thick heavy bottles replaced the standard one, and special corks were designed to secure the bubbles, complete with wire cages. Over time the “méthode champenoise” that we know emerged (but not because of Don Perignon), and the style of wine became one of the most celebrated in the world.

Most wine regions have their version of sparkling wine. While many have a unique approach to making bubbles, others find inspiration in the “Champagne method.” Lucky for us, today we have great alternatives to choose from, suiting both palates and budgets.

A wine develops bubbles when the CO<sub>2</sub> gas produced during the fermentation process is trapped in the bottle or the tank. The dissolved gas becomes bubbles when the bottle is opened. Two of the best-known methods today are the “Méthode Champenoise,” and the “Charmat method”.

The méthode champenoise or traditional method is relatively time-consuming, which explains in part why we pay more for it. The grape juice is fermented as would be any table wine. Once vinified, the wine is transferred into bottles, and a solution of sweet grape juice and yeast is added to them. The bottles are capped and allowed to rest for a few months (minimum 15 months) to a few years, depending on the style. Once the wine is ready for the market, the bottles are slowly tipped on their head to allow the lees (yeast residues) to gather at the top of the bottle. Each bottle's tip is then dipped into a cold solution that freezes the residues, creating a “bouchon” (plug). The bottles are then opened up very quickly, the bouchon pops out, the bottle is topped up with a bit of wine and the whole resealed, labelled and then sent off into the world.

The Champagne region uses Pinot Noir, Pinot Meunier and Chardonnay to make their wines. Interestingly enough, neighbouring Burgundy also uses Pinot Noir and Chardonnay to make their “Crémant de Bourgogne” using the very same method. The big difference between the two? The Crémant is not aged as long, resulting in a fruitier,

somewhat less complex taste but no less enjoyable. Since they are a lot less expensive, they make for an excellent go-to wine on a weekend or heck! Anytime.

Many wine regions worldwide use the “Champagne méthode,” with similar grape varieties. It is the case in Canada which produces excellent examples. Other regions such as Penedès, in Spain, have Cava – made just like Champagne except that they use their indigenous grapes: Parellada, Xarello and Macabeo. Oh! And they also figured out ways to mechanize the process, saving time and money.

As you explore the world of sparkling wine, you may come across other methods such as “méthode ancestral” or “Crémant de – name a French region.” “Sekt” – Germany version, “Méthod Cap Classique” in South Africa, and “Spumante” in Italy. They all bring their unique twist, using different grapes or slightly different vinification processes.

Prosecco has been putting pressure on Champagne for some time now. Light, refreshing, young and uncomplicated, Prosecco is easy to enjoy and economical. The big difference with Champagne is that they use the Prosecco grape and employ the “Charmat method”. The second fermentation occurs in large pressurized stainless steel tanks instead of individual bottles, saving time and money.

Today sparkling wines have come to equate mysticism in a glass. It lifts your spirit and brings an aura of celebration, seemingly for no reason. Maybe it is the bubbles or perhaps it is the association Champagne successfully made with the wine style. Regardless, since February is a “slow month,” and winter is already dragging on, we need no further excuses to indulge if only to say, “Hey! It’s Valentine’s day”.

Dust off your Champagne flutes, pick a bottle, chill it and settle down in good company. Oh! And if you figure out why a bottle of sparkling wine does not last as long as a bottle of table wine, please let me know.

Cheers!

**Renée Delorme**

**Sommelier**

[www.tastingpleasures.ca](http://www.tastingpleasures.ca)

403.200.9961

[mail@tastingpleasures.ca](mailto:mail@tastingpleasures.ca)

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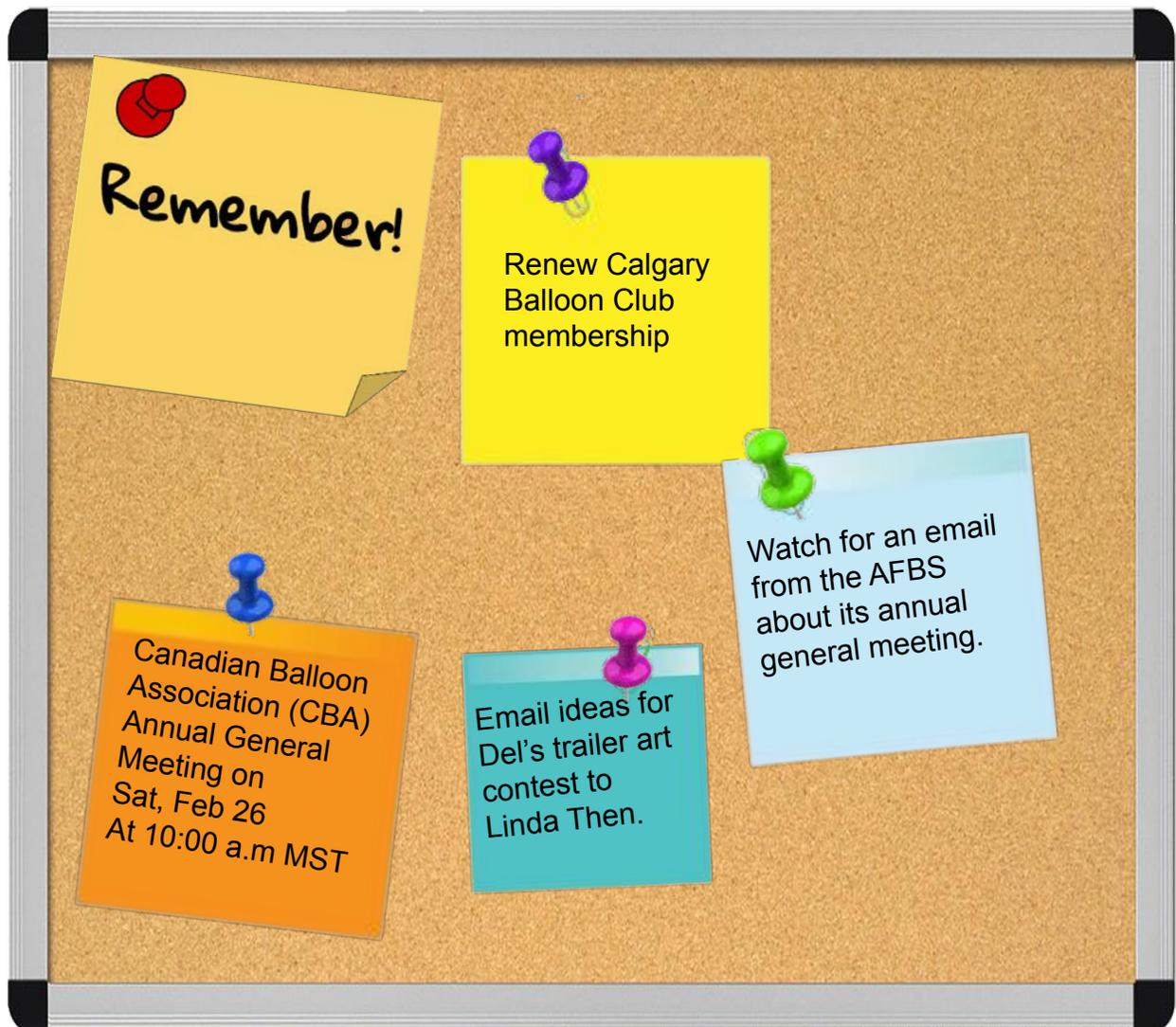
“I only drink Champagne on two occasions, when I am in love and when I am not.” – Coco Chanel

**Credit:** First published in the *High Country News*  
<https://highcountrynews.ca/>, February 2022.



## A bunch of thanks go out to...

- Emma Lockyer, for working so hard as the Director-at-Large for the past two years.
- Linda Then, Norm Gold, Searle Sheldon, and Brant Leatherdale for working a casino to raise funds for the CBC.
- Del Michaud, for holding the training meeting about how to plan and prepare for a Long Jump flight.



# RECENT FLIGHTS



Cathy Dudgeon

The weather hasn't cooperated for many flights, but five balloons took to the skies on January 16th to celebrate the first flight of Shane Lockyer's new balloon, Prism.

It was made even more special when Walt and Linda's grandson, Liam, went up for his first flight with his grandpa.



Linda Then



Cathy Dudgeon



Cathy Dudgeon



Cathy Dudgeon



Cathy Dudgeon



Cathy Dudgeon

P'A Marcoux, Willy Taillon, Walt Then, and Jamie Kinghorn

# VERNON 2022

Dale Ritchie, Dave Glead, John Klempner, Eduardo Martinez, and Garry Lockyer celebrated the Vernon Winter Carnival in style. Thanks to Dale for the pictures!



# 2022 CALENDAR OF UPCOMING EVENTS



Dates and locations will be confirmed by email.  
All events are subject to Alberta Health Services' pandemic guidelines.

DATES	EVENT	LOCATION
Feb 21	Sylvan Lake Winterfest	Sylvan Lake
March 9	CBC General Meeting	
April 13	CBC General Meeting	
April 29 - May 1	Spring Drumheller Happening	Drumheller
May 11	CBC General Meeting	
May 26-29	Medicine Hat event	Medicine Hat
June 8	CBC General Meeting	
June 19	Wings & Wheels	Hangar Museum
July 21-24	Big Sky	Billings, Montana
Aug 4	CBC Annual Summer BBQ	
Sept 2-5	Hespero Annual Balloon Race	Hespero
Sept 14	CBC General Meeting	
Sept 16-18	Fall Drumheller Happening and CBC 45th anniversary celebration	Drumheller
Sept 21-25	Heritage Inn International Balloon Festival	High River

Please send submissions for the May newsletter  
to Sharon [sjelliott@sasktel.net](mailto:sjelliott@sasktel.net) or Cathy [cathycdn@gmail.com](mailto:cathycdn@gmail.com) by May 3rd.

*Hopefully we'll have lots of pictures from Drumheller's Spring Happening to include.*

# Calgary Balloon Club Membership Application

Membership Year is from January 1 to December 31



Name: \_\_\_\_\_  
                     Surname                                    First

Address: \_\_\_\_\_  
                     \_\_\_\_\_ Postal Code: \_\_\_\_\_

Email Address: \_\_\_\_\_

Phone - Home: \_\_\_\_\_ Phone - Cell: \_\_\_\_\_

It is the intention of the Club

- to use the information to contact you about Club activities
- to provide a Membership Roster and email list for Club members
- to use the information for Club purposes
- for you to have access to your information
- to respect your privacy

**\*I give permission to have my contact information included on the Membership Roster and/or email list to be distributed to the members of the Calgary Balloon Club.**

**Circle One YES NO**

<u>Membership Class</u>	<u>Rate</u>	<u>Amount Enclosed</u>
Active	\$45/year	\$
Family of Active Member	\$15/year	\$
Name(s) of Family Members applied for		
Family member's email address, phone		
<b>Total Enclosed</b>	\$ _____	

Please make **cheque** payable to:  
 'The Calgary Balloon Club  
 c/o 5639 Maidstone Cres NE  
 Calgary, Alberta T2A 4C3

For **e-transfer**, please send to Dirk,  
 Club Treasurer at [luxen@shaw.ca](mailto:luxen@shaw.ca)