

Stanley Sport Aviation's
The Windsock

August 2005 Fly-In Edition

The 36th Annual Stanley Fly-In
September 1 – 4, 2006
Stanley Airfield

Nova Scotia

N45 06 02 W63 55 14

Unicom 122.80

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Photo Credit - Jim Ward

Canada's oldest and largest Fly-In of its kind.

**Camping on the field, some 2-way RV hookups (Food Available all weekend)
Family Fun all weekend w/children's activities**

DISPLAYS – Aerotec Engines,

Transport Canada, Fly Market, Challenger Ultralights.

Free Parking

Judging of Aircraft

Friday Evening Corn Boil (FREE)

Saturday Evening Auction

Craft & Bake Tables, Cake Walk for Children and Adults!

FORUMS

All photo credits Don Ledger unless otherwise noted.

The Stanley Fly-In 2005



The calm before the storm; Thursday evening at dusk.

D.Ledger



One of two aircraft to fly in from Bethel, Maine-USA Bruce Patton's Taylorcraft



Also from Bethel, Maine, Steve Howe's Ford Funk



Joe Hine's RV-4-Fredricton, New Brunswick



Challenger on floats owned by Darren Dodge from Woodstock, New Brunswick



Skylar Sandford's Highmax-Stanley, Nova Scotia





Cirrus



Jim & Susan Ward's Tri-Z, Stanley, Nova Scotia



RV-6A Trenton, Nova Scotia



The largest and the smallest at the Stanley FI. Kevin & Lynda Layden's KR-2 , Dartmouth, Nova Scotia and Brad MacKay's AN-2 Colt New Glasgow, Nova Scotia.



Instrument panel of the AN-2 Colt. Much of the text is in Polish



Allan Tuttle's Challenger-Stanley and Partial Challenger Line

Photo-Courtesy Darren Dodge



Brad MacKay's AN-2 Colt

D.Ledger



Photo of some of the aircraft at the Fly-In taken from the tower.

Photo-Courtesy Darren Dodge

Eighty plus aircraft showed up at Stanley Airfield over the Labour Day weekend to help us make this a great Stanley Fly-In.

New Brunswick Challenger owner Darren Dodge wrote the following:

“Hi all, I just have to comment on the fine job done by the fly-in committee at Stanley NS this past weekend. This weekend long event was blessed by great weather and it would seem that I was the farthest Challenger there with the trip in from Woodstock NB.

The flight down took 3 hours and even at the most economical power setting the ground speed a few times went just over 100mph. After a stopover in Sussex, NB for fuel I carried on across the beautiful Bay of Fundy region. Watching the tides flowing in around Spit Point, one can see just how much water flows there.

"Upon arrival at Stanley, I was marshaled to a parking location and welcomed by the folks there. Before I had really the chance to even get to the washroom, I was inundated by people curious about my Challenger and how the floats operated, etc. It was fun being the center of attention when you are surrounded by many larger GA aircraft and some really sharp homebuilts. And I do have to say that C-IWRD looked sharp standing tall on the floats in the flight line. There were 6 other beautiful Challengers present on the field as well as many Challenger owners who drove in from points as far away as Newfoundland.

"Saturday's activities ranged from flour bombing and precision approach contests for the pilots, to bake sales, candy drops, etc for the rest of the family. Food was available all weekend from a canteen truck with very reasonable prices and some very good homemade fish and chips (home-cut not frozen fries!!!). There were forums by COPA, UPAC, Transport Canada and Aerotech engines. Saturday night was the auction - very humorous - followed by a bonfire with a local group playing good old down-east foot stomping music.

"I would urge any Challenger owners in the Canadian east or U.S. north east to try to attend next year as we would like to see this event continue to grow."