



A few days this month that could be considered a reprieve from the grip of winter may allow those of us determined to fly to get more than the one hour a month we have been averaging since November. For those who are hunkered down for the winter – the anticipation of an early spring is a good antidote for cabin fever. Again this month, we have news that may get you into some planning for summer adventures.

As you might gather from the banner photograph, we are taking a special interest in the Moose Jaw airport and the next EAA meeting is one that will be of interest to many pilots outside the chapter.

As I do every month, I once again solicit your comments, complaints, news items or even good jokes. Your editor, Malcolm McLeod can be reached at 585-7449 (voice or fax), by email at yqrflyer@gmail.com or by mail at 13 Langley St. Regina, S4S 3V5.



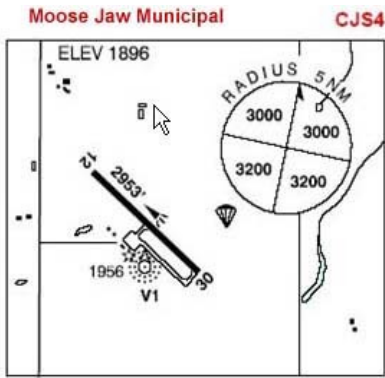
Chapter 154 February Meeting:

**Next meeting – Saturday February 26 1 PM
Regina Flying Club Classroom (in the hangar)**

Moose Jaw Municipal - Field of Dreams

Guest Speaker Cal Jorstad to explain the new land use and development plan.

The number of private airplanes in the Regina area is increasing but hangar space at the Regina airport is hard to find. Indicative of this situation was the Regina Airport Authority's decision to allow some of the prime space available to be turned into a gymnasium on a taxiway. Then a recent attempt by a group of aircraft owners to build new hangars in Regina was stymied by the hostility of Regina City Council, which refused to allow a legitimate tax concession identical to one approved in Saskatoon. For its part, the airport authority has been unwilling and/or unable to provide any incentive for more general aviation development on the airport. The situation promises to get worse before it gets better as chapter member Howard Parr is set to retire from farming and move into the city, leaving the future of his strip and hangars uncertain.



Over at the Moose Jaw Municipal, the situation is quite different. With the help of COPA, the city council had its eyes opened to the value of the airport and with the help of the provincial Community Airport Program, resurfaced the runway. New hangars are popping up along the taxiway and activity has increased to the point where a land use and airport development plan was needed.

Our guest speaker will be Cal Jorstad, a Moose Jaw area pilot and SARM director who has had a role in the new Moose Jaw airport development plan. Cal is an authoritative source on the development plan and an enthusiastic supporter of the airport and general aviation in southern Saskatchewan.

Since this topic is of broader interest than homebuilt aircraft, EAA 154 is inviting all pilots and aircraft owners to join us at this meeting. It promises to be a wide-ranging look at the future of recreational aviation in the Regina and Moose Jaw area.



Air Tour across the Rockies to the 2011 COPA National Convention.

The COPA Fly-in AGM will take place at Langley Airport on the weekend of June 24-26. Langley's runway 01-19, at 2,100 feet will be the active runway. Runway 07-25 will be closed to serve as the aircraft parking and display area, and buildings and hangars on the airport will be employed for trade show exhibitors, seminars and food services. Float planes will be welcomed at Fort Langley (PPR) and Pitt Meadows airports. Larger twins and aircraft requiring a longer runway are best accommodated at Pitt Meadows with its 4,692 foot runway, 26L-08R. Pitt Meadows is only a few minutes drive from Langley.

The Saturday night Awards Banquet will be held in the Coast Hotel and Convention Centre, just a few minutes drive from the airport. To make it easier to move between the hotels and the airport shuttle bus service available for the attendees.

The Langley Planning Committee was formed in April 2010 and is working hard to make this celebration a memorable event for everyone. The website is up and running at www.copacon2011.ca and will be expanded as plans come together. We will keep it simple, but include the features you have come to know at COPA AGMs – with even more!

The flight across the rocks

Flying in the Canadian Rockies is always a memorable experience and well worth the planning effort necessary to stay safe. Planning is underway with some of Alberta's COPA Flights to operate a Pathfinder Program that will provide pilots flying West from Alberta with mountain flying seminars and will lead groups of airplanes through the mountains. More details will follow as the program is developed.

The Saskatchewan contingent is being coordinated by our national director Earl Kickley. Earl says the tentative plan is to assemble all those who want to fly through the mountains at Springbank airport on the Tuesday before the convention (June 21) so that there will be two days for a "weather window" and the possibility of alternate transportation to Langley if the weather is impossible. He says the route from Springbank to Langley is about 600 miles.

The COPA National website will have a series of articles intended to will spark your interest, tell you what is being planned to do and help you make your plans to attend. The organizers say the most important thing for you to do now is mark your calendars and move all other commitments out of the way. You'll be happy you did.

As an added incentive, those who register before May 1 will have their names entered in a draw for a Kannad 406-AF Compact ELT, made possible by one of the convention sponsors, Maxcraft Avionics Ltd.

AGM to be a rally for Special Action Fund

Through its Special Action Fund, COPA played a key role in two recent cases before the Supreme Court of Canada that stopped provincial or municipal governments from shutting down small airports. These landmark cases made quite a dent in the fund so the national organization is calling upon COPA Flights to spend a little time fundraising for the Special Action Fund before next June and fly the cheques to the COPA Fly-In AGM

~~~~~

## **Editor's Notes**

***The EAA Executive has set the date for the Open House to be held in conjunction with Dobs Aviation.***

***Mark your calendars for Saturday April 30<sup>th</sup> and help us demonstrate the world of homebuilt aviation to the people of Regina.***

***Watch for more information in the next Leading Edge.***

### **Reminder:**

The COPA Flight 4 Rust Remover is being held Saturday April 4 0-9:00 to 12:00 (with lunch to follow) at the United Services Institute, 1600 Elphinstone St., Regina. Please pre-register with Rem Walker by sending your cheque for \$15 to 2348 Garnet St., Regina, S4T 3A2 or by phoning Rem at 306-352-6442

~~~~~

Web wanderings

Last month we gave you a link to a site called Vintage Flying – Hudson River Adventure 2010, the chronicle of a 6,906 mile, 32-day trip from Corona California to New York City and back in a Piper J-3 Cub. No sooner did we publish the link than the owner reorganized the site. Astute surfers may have figured it out, but if you go to www.vintageflying.com you will land on the home page. If you haven't checked this site out already it is well worth the effort.

Airplanista is a new web-based aviation magazine that is free of charge. The magazine opens just like the web version of *Sport Aviation* and presents aviation news, feature articles, and stunning aviation photography in an online aviation magazine covering flying, flight training and general aviation. Published monthly, it is billed by the publisher as “Sometimes serious, sometimes humorous, always unpredictable.”

You'll find it at <http://www.airplanista.com/>

~~~~~

### **Leading Edge Unclassified Ads**

Ads can be emailed or telephoned to the editor and are free of charge to members of EAA 154 and COPA 4.

### **Free Handbook**

If you are constructing an amateur-built aircraft, or thinking about it, Rem Walker's free handbook will provide you with information on the regulations, inspections, fees, Certificate of Airworthiness, Certificate of Registration, check lists, the 51 per cent rule, high-performance aircraft and ratings, IFR and aerobatics in amateur-builts, importing amateur-builts and much more. The handbook is provided by the EAA Canadian Council free of charge.

To obtain a copy you can telephone Rem Walker at 352-6442, send him a fax at 565-0694 or send him “snail mail.” His address is on page 2 of the newsletter.

~~~~~

An aviator through and through

John Barnsley – biography

From the Assiniboia Times, we have more about the life of long-time EAA 154 member John Barnsley, who died on December 28th.

“In his high school years, John and his dad roamed Saskatchewan looking for World War II aircraft, which led to his love of aircraft and flying. In 1970 John graduated from high school and went to work for his friend and neighbour Harry Whereatt, to begin his training for his Aircraft Engineer's Certificate. He worked at West Air in Moose Jaw and Southern Aviation in Regina. John later took courses allowing him to get his Structural Engineer's Certificate, allowing him to rebuild damaged aircraft and put them back into service.

“John returned to the family farm and began his own aircraft services business, Wings Aviation Ltd. He started in his farm shop and later built a modern workshop at the Assiniboia Airport. John was married in 1980. he and Joan had three children. In addition to aircraft work, he was a progressive farmer, among the first to grow canola, green peas, mustard and lentils in the area. The family farm became a certified seed grower and owners of a seed cleaning plant. Among other organizations, John served for 28 years on the Assiniboia and District Airport Board.”

~~~~~

## **ICE - "In Case of Emergency"**

In the last few years the majority of the population has taken to carrying cell phones. If we were to be involved in an accident or were taken ill, the people attending us would have our phone, but wouldn't know who to call. There may be hundreds of numbers stored, but which one is the contact person in case of an emergency?

Hence this 'ICE' (In Case of Emergency) campaign. Its a concept that is catching on quickly.

All you need to do is store the number of a contact person or persons who should be contacted during emergency under the name 'ICE' (In Case Of Emergency).

The idea originated with a paramedic who found that when he went to accident scenes, there were always mobile phones with the victims, but he would have no idea which number to call. His solution - a nationally recognized name for this purpose. In an emergency situation, EMS or hospital personnel would be able to quickly contact the right person by simply dialing the number you have stored as ICE.

For more than one contact name simply enter ICE1, ICE2 etc. This is a simple idea that can be a great benefit in a medical emergency.

This information is going around as an email urging people to spread the concept of ICE and to store an ICE number in their mobile phones today.

~~~~~

A Tale of no Tail

Destruction of the rudder and some part of the vertical tail has been the cause of the loss of several airliners.

January 10, 1964, started out as a typical day for the flight test group at Boeing's Wichita plant. Pilot Chuck Fisher took off in a B-52H with a three-man Boeing crew, flying a low-level profile to obtain structural data.

Over Colorado, cruising 500 feet above the mountainous terrain, the B-52 encountered some turbulence. Fisher climbed to 14,300 feet looking for smoother air, but instead encountered severe clear air turbulence.

At first the aircraft was uncontrollable and Fisher told the crew to prepare to abandon the plane. But then at 5,000 feet, Fisher regained some control. He climbed slowly to 16,000 feet to put some safety room between the plane and the ground.

He informed Wichita about what was happening. Although control was difficult, Fisher said he believed he could get the plane back in one piece.

Response to the situation at Wichita, and elsewhere, was immediate. An emergency control center was set up in the office of Wichita's director of flight test. Key Boeing engineers and other specialists were summoned to provide their expertise. Federal Aviation Administration air traffic control centers at Denver and Kansas City cleared

the air around the troubled plane. A Strategic Air Command B-52 in the area maintained radio contact with the crew of the Wichita B-52.

As Fisher got closer to Wichita, a Boeing chase plane flew up to meet him. When Dale Felix, flying an F-100 fighter, came alongside Fisher's B-52, he couldn't believe what he saw: The B-52's vertical tail was gone.



Boeing Aircraft Co. file photograph

Felix broke the news to Fisher and those gathered in the control center. There was no panic. Everyone on the plane and in the control center knew they could be called upon at any time for just such a situation. In the emergency control center, the engineers began making calculations and suggesting the best way to get the plane down safely.

The Air Force was also lending assistance. A B-52, just taking off for a routine flight, was used to test the various flight configurations suggested by the specialists before Fisher had to try them.

As high gusty winds rolled into Wichita, the decision was made to divert the B-52 to Blytheville Air Force Base in Northeastern Arkansas.

Boeing specialists from the emergency control center took off in a KC-135 and accompanied Fisher to Blytheville, serving as an airborne control center.

Six hours after the incident first occurred, Fisher and his crew brought in the damaged B-52 for a safe landing.

"I'm very proud of this crew and this airplane," Fisher said. "Also we had a lot of people helping us, and we're very thankful for that."

The B-52, Fisher said, "Is the finest airplane I ever flew."

~~~~~