

The Leading Edge

January 2011

Banner photo – EAA puts a skywriter to work on a spectacular morning during Airventure 2006 in Oshkosh, WI.

This is an anniversary edition of sorts. Four years ago this month, we began publishing a joint newsletter between EAA 154 and COPA Flight 4. It's hard to say whether the idea was a good one since there has not been a lot of feedback from the readership and the organizations themselves have been substantially smaller and less active than in previous years.

But enough history. The days are getting longer and pilots are planning for the return of good weather. We have some of the details in this issue.

As always, your comments, complaints, news items or even good jokes are most welcome so please do get in touch. 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's 2011 Activities being planned

Your directors have been brainstorming a list of events and activities for this year, and we'd like to hear from you what interests you and what does not. In order to do this we're planning another "breakfast social meeting" this coming Saturday (January 29th) anytime after 07:00 at the K Family Kitchen on 9th Ave. North (two blocks east of Albert St.) in Regina. This is the traditional Saturday morning haunt of some of our members and it would be a great time to discuss the following list.

Proposed activities: (Note – This is a tentative list – subject to change.)

January - Breakfast Meeting – a chance to talk about your project, this list or the approach of spring.

February – Guest speaker Cal Jorstad – Cal has a fascinating vision for the future of MJ Muni and great enthusiasm for aviation in southern Saskatchewan.

March - Building Seminar – new fabric technology? We are looking at Westav, in Grand Forks, BC, which is the dealer for Stewart Systems Paint and Fabric. Their products are water-borne (as opposed to water-based).

April - Open House in co-operation with Dobs Aviation – Dennis and Steve will make their hangar available as a venue for the display of chapter or guest aircraft, building techniques, possible Young Eagle rides or other activities that members might suggest. Proposed date is either Saturday April 23rd (the Saturday of Easter weekend) or April 30th.

May - Project Tour

June - Test-A-Plane and air to air photo day - was bounced to a rain date last year. It was a great event but with not-so-great turnout. We will try to co-ordinate with the Moose Jaw Flying Club again this year.

July - Summer Fly-Out – The favoured destination among the directors seems to be Maple Creek, for a weekend camp-out that might serve to get the best turnout. There is also the Century Flight Club event in La Ronge in July that will be the focus of lots of aviation activity. (See the information later in the newsletter.

August - Disley (Western Canada?) Fly-In - The use of Vic's strip at Disley for a chapter Fly-In is uncertain at this time because the adjacent land is up for sale – more on this as events unfold.

September – A second speaker or seminar date - Suggestions include owner maintenance and annual inspection pointers and a tour of the Regina Tower .

October - Annual Meeting & Banquet.

Please share your thoughts and feedback on this initial plan. Nothing is carved in stone. One footnote to the list... these events won't happen by themselves. They need real live people to plan, organize and prepare. If there's something on this list that appeals to you, or matches one of your skills or capabilities please speak to one of the directors.



**Advance Notice:
COPA Flight 4 – Annual Rust Remover
Saturday April 2nd 09:00 – 12:00**

CAR 401.05 (2) (a) requires that all pilots must have successfully completed a recurrent training program within the 24 months preceding any flight. One of the easiest ways to meet the requirement is to attend COPA Flight 4's Rust Remover.

Rem Walker reports that the location again this year is the Regina Garrison Officer's Club - Royal United Services Institute at 1600 Elphinstone Street Regina. Doors will open at 8:30 A.M. The seminar will run from 9:00 until 12:00 with a coffee break and your admission includes a soup n' sandwich lunch at noon.

Please pre-register by March 25, since the RUSI staff need to know the exact number of lunch guests a week in advance. Please register by mail your cheque for \$15 per person to COPA Flight 4,c/o Rem Walker, 2348 Garnet Street, Regina, SK. S4T 3A2. If you have any questions just call Rem at 306-352-6442

Presenters will be Tom Ray, CFI, Regina Flying Club and Mike Meehan Instructor, RFC. If you attended last year you should know that the content will be updated in collaboration with Transport Canada.

Editor's Notes

Memberships

Both EAA 154 and COPA Flight4 are accepting their annual membership fees. EAA members should send a cheque for \$25 dollars to Secretary-Treasurer Bert Hamilton at P.O. Box 191 Lumsden, SK. S0G 3C0. As a way to make membership renewal more convenient, the Chapter is looking at setting up a PayPal account.

COPA 4 memberships are still a great bargain at only \$5. You can send your payment along with your

payment for the Rust Remover to Rem Walker at the address above.

A Thank-you Note

Last summer's EAA Fly-In at Disley was a victim of low cloud, showers, fog and even smoke that dramatically reduced the attendance. The chapter was left with a large quantity of perishable food that was donated to Soul's Harbour Rescue Mission and the Regina Youth for Christ outreach program.

The staff of these groups are very busy people but

they found the time to send a card to say “Your kindness and generosity is much appreciated. Please accept and convey our sincere thanks to your association.”

Web wanderings

In the dark days of winter, a lot of flying will be either imagined or virtual, so here are a few web destinations you may want to navigate to.

Top pick this month comes from Gary Mehnke. This site is the photo chronicle of a 6,906 mile, 32-day trip from Corona California to New York City and back in a Piper J-3 Cub. Go to www.vintageflying.com/page24.html and give yourself an hour to go through all the spectacular photographs.

Beam yourself down to the Smithsonian National Air and Space Museum and sit in the left seat of the famous B-29 bomber *Enola Gay*. You can have a look around as well as up and down with a click of your mouse.

The B-29 Superfortress is unique. The link is <http://www.davidpalermo.com/data/slideshow/4/index.html>

The Moose Jaw Flying Club is running a web site at <http://mjfc.ca/html> You can see some photos from our visit last to the Muni last summer.

The EAA 154 website will give you up to date membership information. Go to www.eaa154.org and click on “Membership list.” You will be asked for a username and password. If you have forgotten them please email Bert Hamilton or use the address for *The Leading Edge*. Webmaster Perry Casson will be providing updates as they become available so check back often.

Don't forget to stop by the **Flight 4 Web Pages** from time to time and check out the events list – it's a great help to planning your weekend flights. There are also photos files and links to other aviation pages – all maintained by webmaster Clarence Demchuk. <http://ca.groups.yahoo.com/group/copaflight4/>

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.

In Saskatchewan this summer...

Two Unique Events

Wartime Trainers return



In 2011, Vintage Wings of Canada will pay tribute to one of the greatest military and industrial achievements in Canada, indeed the world, during the Second World War. The British Commonwealth Air Training Plan (BCATP) was a stunning achievement in planning, construction, community involvement and aircrew training that involved every province of Canada, hundreds of small and medium sized communities across the country, and hundreds of thousands of airmen from Canada, the British Commonwealth and the United States of America. Southern Saskatchewan was dotted with more than a dozen BCATP bases and with some of the country's best flying weather it was key to the success of the plan.

The museum keeps all its aircraft in flying condition and this summer it is doing a “Yellow Wings” tour, across the country with 4 period aircraft; the Tiger Moth, Cornell, Harvard and Fleet Finch to celebrate the BCATP.

Plans are for the flight of four to leave Calgary, bound for Moose Jaw / Regina on our about the 14th of July. The tour is considering a stop at the Moose Jaw Municipal airport on the 19th to 20th of July if there is enough local support to host the tour.

Ten days later the four planes will appear at EAA Airventure in Oshkosh.

More information is available on the web at:

http://www.yellowwings.ca/?page_id=40

<http://www.youtube.com/watch?v=AjHZ5coslmg>

The summer's main event...

The Century Flight Club comes to northern Saskatchewan

It all started three years ago when John Lovelace, who conceived and produced the television series *Wings Over Canada* thought it would be a great idea to celebrate the centennial of Canadian flight. He did this by getting one hundred airplanes together and flying from Vancouver to the birthplace of Canadian aviation in Baddeck, Nova Scotia.

After the event John and his team agreed on two things. First, that the Centennial flight was a fantastic experience that had to be done again, and second, that the logistics were not as difficult as they had imagined. "Once we got some experience at organizing, it became something that was quite do-able," he said.

So last year the Centennial Flight became the Century Flight Club and true to the theme of *Wings Over Canada* – to showcase the fringes of our country – a tour of the Yukon was organized. The response was enthusiastic and 128 pilots from across the country flew north to enjoy the rugged beauty of the Yukon, the confidence that comes with flying in a flock and the camaraderie among pilots.

This summer, the tour is once again visiting a part of Canada where relatively few people have ventured – northern Saskatchewan. Two streams of aircraft, one from Vancouver and one from Barrie, will converge at the La Ronge airport on July 16th. Century Flight Club marshals are set to pilot each group, with Dave Qualley leading from the west and Peter Lubig directing the eastern flight.

At this point I could launch into a lengthy description of the beauty of the area and the many wonderful things to see and do, but I'll leave that to your curiosity. Suffice it to say that the event can accommodate every whim, from leisure to adventure, every budget and every preference in accommodation from campgrounds and fishing lodges to houseboats and comfortable hotels.

The event will continue for a week and provide group fly-outs to remote areas of northern Saskatchewan such as Buffalo Narrows, Stony Rapids and Uranium City. "We have something special this year," said Lovelace. "Every single place we're going has water access so floatplanes are welcome and some have already registered."

It is a fine tourism opportunity, but this is bush flying. As a prairie pilot I would miss the great sense of comfort that comes with having roads criss-crossing the landscape beneath me should anything go wrong. One of the biggest benefits of the Century Flight Club, for the apprehensive or inexperienced pilot, is the support the organization provides and the chance to soak up good pilot culture.

Each pilot is of course responsible for his or her own aircraft and Nav Canada flight plan, but there are organized briefings for every flight. The flight marshals

will provide advice such as a minimum survival equipment list (Spot trackers are recommended) and assistance with weather-related decision making in co-operation with Nav Canada briefers. Marshals also supply a grid work of flight plan advice with information such as routes with headings, waypoints and distances, refueling stops where discounts may be available, places to stop for meals, details on air traffic procedures and help with enroute communications.

On the morning of each of the fly-out expeditions from La Ronge, local pilots will provide group briefings on the route. In addition, AMEs will be on standby at each stop in case of mechanical problems.

"The flight culture is exceptional," Lovelace said. "Most people partner up. There are very few that join the tour and sort of stay on their own. They fly with two or three other airplanes so there is a buddy system that takes place.

"If it's not guaranteed VFR, the tour flight is off. But you as a pilot are welcome to strike off and go anywhere – we don't tie you down."

Lovelace said in his experience, there hasn't been any grumbling about cancelled flights; rather, pilots have told him they probably wouldn't have made some of the flights had they been on their own, due to a lack of knowledge and experience in an unfamiliar area.

"It's not a military operation," he says. "You're here to have a good time and learn." But with a chuckle, Lovelace reminded me that it's a wilderness adventure. Don't come up and complain if your hot dog is on a cold bun, if you get a mosquito bite or if it rains ... go back to the city where you belong."

While the Century Flight Club experience may not be for everyone, it is hard to think of a better or safer way to enjoy a cross-country flying adventure. So have a look at the web site www.crosscanadaflight.com.

As Lovelace said, "You supply the plane, we supply the lasting memories."



The Century Flight Club's 2010 expedition to the Yukon

Editor's Note: This story appears courtesy of **Canadian Aviator** magazine and the author, Malcolm McLeod.