



*Banner Photo Quiz – what year was this photo taken?*

Ever wonder what goes on up there – when they aren't talking to you on the radio? This month you will get the chance to find out. See the details of this and more of what's happening around the patch below.

This month's newsletter will be a short one. Your editor has been subject to the old aphorism “Some days you're the windshield; some days you're the bug.” My fate has fortunately been much better than the average bug.

Would you believe I'm running out of things to put in this newsletter, so please do get in touch.

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## Flight 4 Rust Remover gets a rare look at CFIT

The organizers of the Flight 4 Rust Remover were relieved to find that their initial concerns about the turnout were unfounded as 77 pilots took advantage of the opportunity to sharpen up their aviation knowledge.



*Flying Club CFI Tom Ray – affectionately known as “Yoda” - prepares to impart some of his considerable wisdom to the multitude.*

High on the list of refresher topics was the VFR circuit procedures at uncontrolled airports, which seems to be one area that needs frequent review, especially for those who are accustomed to having ATC shepherd them to and from the airport.

There was also coverage of the bureaucratic adventure involved with a trip into the United States. But the curriculum took a departure from the ordinary when RFC instructor Mike Meehan described how he became a victim of white-out and controlled flight into terrain (CFIT).

On January 6<sup>th</sup>, Mike was at the controls of the Flying Club Cutlass C-GKGF, returning to Regina after a photo-shoot charter in the Assiniboia area. The forecast included the possibility of snow in the Assiniboia area but was good for Regina. A check on the weather before departure gave him the same picture.

Once he was airborne though, the weather got worse instead of better. A fast-moving area of snow was moving in over the Regina area from the northwest. A text message from Tom Ray warning him of this development was not received. He picked his way along the route, picking up a powerline to follow northeast and help him maintain visual reference in a world of white.

Mike described his thoughts at this time as “tunnel vision. I had no plan B and was holding on to the idea that conditions in Regina would be better.”

Ten miles southwest of Regina, he called the tower to request a special VFR clearance. The weather was too poor for a special – with visibility 5/8 mile and variable (down to 1/2 mile). A WestJet flight had missed an IFR approach a few minutes earlier. He decided against declaring an emergency. “In my mind, I was controlling the situation,” he said “it was not controlling me.” He also decided against landing on the highway because of the media attention that was given to a previous highway landing and the risk of collision with a vehicle.

His next thought was to follow the Trans-Canada highway to the Moose Jaw Muni but was informed that a NOTAM had been issued that the airport was closed for snow removal. He turned south into the practice area, which he thought of as familiar territory but then decided to try going north of the city to the strip at Regina Beach. Unfortunately, this course took him into the worst part of the storm and he was soon losing visual reference. He slowed down and lowered partial flaps. Then there was a ground contact. He pulled up but the engine was now running very rough. He selected gear and flaps down and made a shallow glide straight ahead. The landing was a good one – Mike was uninjured, but the nose gear had been damaged by the initial ground contact and did not extend. The Cutlass buried its nose in the snow as it came to a stop. Mike used his cellphone to call for help.

Mike's presentation and analysis of his situation and the events that unfolded were aided by “the gift of hindsight” and like any incident or accident, it is easy to look back on events and see several opportunities where a different course of action would “break the chain” of events that led to the eventual final outcome.

However, human pilots must face the considerable challenge of coping with unfolding events – literally “on the fly.” They do not have the gift of perfect knowledge and must rely on perception and judgment. While you're trying to do that, your aircraft is still moving. As Mike pointed out, “at 110 knots, with a visibility of 5/8 of a mile your visual range is 16 seconds.”

There were some other interesting facts that came from this story. For example, Nav Canada controllers are cautioned that because of legal liability issues, they are not to say to pilots “would you like to declare and emergency?” The approved phrases are “what are your intentions?” or the slightly more suggestive “do you require assistance?”

Mike's decision to tell his story to a room full of pilots was warmly received and applauded. Hearing this story, that took place in a location we all know, told by a person we all know had an impact far beyond anything that we have heard in any other safety seminar and hopefully it will prompt some beneficial discussion among the pilots who heard this tale (or read this article) and stand to benefit from the insight they were given.

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## EAA Chapter 154 News



### Dobs Aviation Open House Postponed April 30<sup>th</sup> Meeting – YQR Tower Tour

The lateness of spring and the disruption to planning that resulted from one of our executive being sidelined for most of the last month convinced the directors to put off the open house we had scheduled for April 30<sup>th</sup>. We hope to reschedule the open house later in the summer.

**EAA 154 will be meeting on April 30<sup>th</sup> at the Regina Flying Club classroom at 1 PM.** From there groups will be arranged to go over to the airport terminal building for a tour of the Regina Control Tower. Those “in the pattern” will have the opportunity to do some hangar flying while waiting for their turn in the tower or after they return from the tour.

This tour is open to all pilots and interested persons regardless of affiliation --- COPA, EAA, Flying Club etc. We will run as many tours as it takes to get everyone through.

## Editor's Notes

### REM-iniscences for CAHS

One of the charter members of Chapter 154 and a fellow with many a good story is getting his chance to wax eloquent before an appreciative audience.

Rem Walker is been invited to recall some of his flying endeavours to members of the Roland Groome Chapter of the Canadian Aviation Historical Society at the group's June meeting.

The meeting is to be held Thursday, June 9<sup>th</sup> at 7:30 PM in the lounge at the Royal United Services Institute, 1600 Elphinstone St., Regina.

You don't have to be a CAHS member to attend and guests are always welcome. You are asked to drop a toonie in the box at the door – a “landing fee” to offset the rental cost of the RUSI.

As a footnote – with the untimely demise of the Regina Flying Club clubhouse, the Royal United Services Institute has become *aviation central* for Regina.

The CAHS was the first group to hold meetings there after running into problems booking the RFC clubhouse.

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Steam-gauge pilot attempting to check out on a Cirrus SR-22:

“Now I know what a dog feels like watching TV.”  
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### Proposed New Aviation Regulations

February 15, 2011 – administrative

Part 1, Section (a) 1(c)

Section I – No pilot or pilots, or person or persons acting on the direction or suggestion or supervision of a pilot or pilots may try, or attempt to try or make, or make attempt to try to comprehend or understand any or all, in whole or in part of the herein mentioned Aviation Regulations, except as authorized by the Minister or an agent appointed by, or inspected by, the Minister.

Section II – If a pilot, or group of associate pilots becomes aware of, or realizes, or detects, or discovers, or finds that he or she, or they, are or have been beginning to understand the Aviation Regulations, they must immediately, within three (3) days notify the Minister in writing.

Section III – Upon receipt of the above-mentioned notice of impending comprehension, the Minister shall immediately rewrite the Aviation Regulations in such a manner as to eliminate any further comprehension hazards.

Section IV – The Minister may, at his or her discretion, require the offending pilots to attend remedial instruction in Aviation Regulations until such time that the pilot is too confused to be capable of understanding anything.