



EAA 154 Annual General Meeting and Banquet coming up Oct 12, hope to see you there.

I welcome any input EAA and COPA members might have for future issues, I can be reached via email at wood23@sasktel.net, by phone 306-751-1064

Ron Wood



COPA Flight 4 News

COPA Flt 4 Website <http://ca.groups.yahoo.com/group/copafight4/>

Did you know COPA Flight 4 has a website? In actual fact it is a Yahoo Groups webpage with the prime mission to maintain a calendar of upcoming events. Events selected and listed are within range of 3 Prairie Provinces MB, SK and AB and 2 states ND and MT meeting criterion of being a reasonable one day return flight from YQR Regina.

Subscribers to this Yahoo group will receive auto E-mail reminders 2 weeks and 2 days prior each event from the on-line calendar. Membership is open to local aviation enthusiasts/pilots.

To subscribe to the mailing list send an email to: copafight4-subscribe@yahoogroups.ca

To have an event included in the calendar send an email to: copafight4@yahoogroups.ca

Note: email sent to this address will go to everyone on the mailing list.

If you no longer wish to receive the notices send an email to:

copafight4-unsubscribe@yahoogroups.ca



EAA
CHAPTER 154
50 YEARS OF SPORT AVIATION
IN SOUTHERN SASKATCHEWAN

EAA 154 News (also see the website at)
www.154.eaachapter.org

Disley Fly-in, Virus Outbreak



Once again the weather co-operated and we had a great day for the Annual Disley Fly-in.

In all we had 18 aircraft on the field with 15 fly-ins as well as several drive in attendees. Of special note were the three Pipistrel Virus aircraft, one on site under construction, one from Prince Albert as well as the Canadian distributor Jonas Boll flew his in from Whitecourt, Alberta.

There are only 7 Viruses listed on the Canadian Civil Aircraft Register so it was significant to have so many together at Disley. The sleek composite aircraft drew a crowd and Jonas was kept busy most of the afternoon answering questions. He did take break from the questions to take Darrel Zubot up for some crossover training. Darrel is in the final stages of completing his Virus so he appreciated getting

some stick time and we got to witness firsthand the impressive short field takeoff and landing capabilities and performance of the aircraft.



Annual General Meeting

This year's Annual General Meeting will be held on Oct 12th at 1:00 in the Regina Flying Club classroom. Hope to see a good turn out as we review the past year, discuss events for the coming year as well as select directors and a president.

If you would like to become more involved in the chapter, taking on a position on the executive is an excellent way and doesn't really involve much of a time commitment. For more information or to have your name stand for election please contact me at wood23@sasktel.net, or by phone 306-751-1064.

Annual Banquet Oct 12 at RUSI

This will be our last year at the RUSI as it is scheduled to be closed in the coming year, if you have never been in this interesting venue, be sure to attend. It may be one to the few times you will get to enjoy a good old fashion officer's mess.

The meal this year will be Baked Ham with Scalloped Potatoes, followed by socialising and a Chapter Video Magazine presentation from the EAA.

Pre-registration is required and the cost is \$30 per person.

Contact Bert Hamilton to register at: 306 731-2221 or email: bertandbarb@sasktel.net

Disley CDS2 Under New Ownership



After a few years of uncertainty the Disley airstrip is under the ownership of aviation enthusiasts. The sale of the land completed this summer to long time Disley tenant Vic Zubot and me, Ron Wood. Near term plans are to fix the existing hangars and add a north south crosswind runway. Long term plans are uncertain at this time but someday may include more hanger space.

Paul Poberezny – In Memorium

Submitted by Rem Walker

Paul Poberezny, founder of the Experimental Aircraft Association (EAA) died on August 22, 2013 at the age of 91. Much has been said, and will continue to be said, about the influence he had on aviation, not just in the United States, but in Canada, and indeed, around the world.

During the period after WW I and up to the beginning of WW II there were many individuals in Canada constructing their own homebuilt aircraft and flying them. They were able to get airborne (sometimes barely) with low horsepower and inefficient props they had carved themselves. With the start of WW II the Defence Air Regulations of Canada did not allow airspace or fuel for private flying unless strategically required. This effectively grounded all except the military. After war's end the Department of Transport (DoT) acted to discourage homebuilts by requiring all aircraft to have a Certificate of Airworthiness, which, for

homebuilts, was not possible. The DoT had effectively banned all homebuilt aircraft activity in Canada.

In 1953 the Experimental Aircraft Association (EAA) was formed in the United States. EAA was successful in formalizing requests made to the government to allow homebuilt aircraft to be officially recognized in that country. This provided the impetus for Keith Hopkinson of Goderich, Ontario to try to persuade the DoT to allow this activity in Canada. With the encouragement and help of EAA Founder, Paul Poberezny, and a petition of support through the Canadian Owners and Pilots Association (COPA) a portion of which was prepared by Al Bartlett, the Federal Government agreed to use Hopkinson's homebuilt Stits SA-3A Playboy as a test case. The rest is history. The DoT Air Services, Civil Aviation Branch, issued Information Circular 0/32/58 that outlines the rules for homebuilt aircraft in Canada, initially called Ultralights. In 1982 the category was changed to Amateur-Built Aircraft to make room for the Ultralight Category of today.

When I think of Paul Poberezny the words of Henry David Thoreau come to mind: "If a man does not keep peace with his companions, perhaps it is because he hears a different drummer. Let him march to the music which he hears, however measured or far away". Those words describe Poberezny perfectly. He marched to the music of the drummer that he heard. His accomplishments are legendary. The only reason you and I are able to build and fly Amateur-Built Aircraft, and to fly to events such as AirVenture Oshkosh, is because of Paul Poberezny and the organization he formed in Milwaukee in 1953. Thank you Paul!

Paul Poberezny visited Regina on three occasions:

- Early 1970's for a meeting with the EAA Canadian Council
- September 1978 when he brought the Spirit of St. Louis to Regina on a flying tour of Western Canada
- June, 1982 for the 20th anniversary of EAA Chapter 154