In case anyone has forgotten **real** winters with cold and snow, here's a beauty shot of the Arctic workhorse Borek Twin Otter in a location that could easily be southern Saskatchewan… during some other winter.

This will be an abbreviated edition of the newsletter as we have to get it into the mail for the benefit of those who still receive the news on paper. The email circulation list has been updated to reflect current membership status. Some people may get reminders about renewals. A couple of people were for some unknown reason, missed on the email list. My apologies.

I have nothing to publish on behalf of COPA Flight 4 this month. Every month I solicit, no… beg for your comments, complaints, desires, jokes, or news items. So does anyone read this? 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.

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Next meeting – Saturday February 25th
1 PM - Regina Flying Club Classroom

Doran Oliver - Aircraft electrical and radio systems

We are happy to have Doran Oliver of SOS Avionics generously agree to give us his perspective on how the nervous system of your aircraft should go together.

The trend in homebuilts is to more and numerous and more sophisticated electrical system and the challenge is to install them so that they don't create a fire hazard and equally as important, that they work!

Bring your ideas and questions about aircraft electrical.

There will be a short business meeting before the presentation.

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"Regina Ramjet" could revolutionize jet aircraft

Bringing the ramjet into the 21st century

As reported in the October newsletter, we were treated to a vision of the future from some very creative and optimistic people at Atlantis Research that has opened an office in the Prairie Flying hangar to develop a hybrid ramjet.

The ramjet has historically been dependent on the engine's forward motion to compress incoming air, so they've had no static thrust and work best at very high speeds.

But acoustic engineers have gotten into the game and produced an internal design that works something like the expansion chamber exhaust pipe on a racing two-stroke engine to bring the operating threshold of the ramjet down to the point where the jet can be started by air or a gas blown into the front of the engine. The key elements of the design are a closely guarded secret.

Tim Rupcich of Atlantis explains the ramjet to Mike Reibling and Ken Etter (the pointed end is the front of the engine)

The project is privately funded with several local people being involved.

Atlantis intends to move the project along quickly as soon as it has access to its two airborne test beds; a CT-114 Tutor and an ex-Malaysian Air Force Tutor (know as the Tebuan).

We are hoping to give chapter members another opportunity to see how the ramjet develops, and get a close look at the Tutors once they are ready to fly.

Atlantis looks forward to producing engines that will power everything from general aviation four-place aircraft to hypersonic transport that will skip across the very top of the atmosphere at speeds in excess of Mach 2. Heady stuff!

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Some great web images from our members

I have been getting some email from current and former membere who have given me links to some great video and photos. For those of you who have computers, I am passing them along. For those of you who don't - get your kids to type these links into their computers and give you a treat.

Cal Williams regularly sends links. Here's an RV-7 clip from his friend in Calgary, Stu Simpson: http://vimeo.com/35819684

Nat Ooms sends a link to Aluminum Overcast; "fantastic photos of this amazing machine: http://home.comcast.net/~szee1a/Al_overcast/Al_overcast.html

Dan Daigle recommends a look at a New Zealand group that is doing warbird restoration as well as full-size "clones" of aircraft such as the deHavilland Mosquito. These are some very ambitious people; http://warbirdrestoration.co.nz/
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