

# The Leading Edge



**EAA 154**

**October 2011**

**COPA Flight 4**

## *An Open Fall...*

I can't find an exact definition for this term anywhere but we are definitely having one and it could not be better for aeronautics. Be sure to get out there and commit aviation while the weather holds.

There are a few odd sorts who for one reason or another are glad this summer is over and I find myself among them. I regret being unable to keep a newsletter and an aviation organization in gear. As some of you know, I have had to spend a lot of time dealing with personal health issues when I would much rather be doing more constructive things. As with many things, the strategy for success seems to be taking the war one day at a time – one fight at a time.

As always, your comments, complaints, desires, jokes, or news items 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](mailto:yqrflyer@gmail.com) or by mail at 13 Langley St. Regina, S4S 3V5.

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## ***Parr Field Evolves into Regina Aerogate***

When Howard Parr's land north of Regina went up for sale earlier this year there was serious concern that his airfield, a focal point for recreational aviation over many years, would cease to exist.

Well, the quarter-section farm has been sold and after many years of life on the bald prairie, Howard and Anne Parr are adapting to life in the big city. Meanwhile the new owners of the property, Mike and Kristle Reibling have taken up residence. Readers who are not EAA 154 members will know Mike as the owner of the beautiful Seawind amphibian that flies from CYQR.

Howard's airstrip is staying. The first important step has already been taken – as the aerodrome has been registered with Transport Canada as CAG2 and named **Regina Aerogate**. It will appear for the first time in the February 2012 Flight Supplement.

Mike's long-term goal is to develop his new acquisition to the point where his Seawind can be based there and also to see the Regina Aerogate expand on its historical role as a focal point for recreational aviation in the area.

The biggest project will be the runway. Currently, it is 1900 feet long and showing its age. The goal is to extend it to at least 2500 feet, perhaps widen it a bit and renew the surface. The cost of this project will likely run to six figures.

Mike intends to have his own hangar and shop facility and it is quite likely that he will be joined by some other people who see an opportunity to avoid the high costs and red tape of the Regina Airport.

The Directors of EAA Chapter 154 wish to congratulate Mike on his new digs and his desire to maintain a facility that supports recreational aviation. This is a “game changer” for sport flyers in the Regina area, and it’s safe to say that this puts an end to any thoughts of EAA or some group of its members developing a facility at the Regina Airport.

As a matter of policy, the directors have agreed that our chapter should step forward and support this endeavour. The hope is that we can come to a mutually beneficial arrangement that assists Mike in reaching his goals for Regina Aerogate as well as giving our chapter the physical home base that we’ve talked about for many years.

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### **Annual Meeting and Dinner – Saturday October 29th**

The Chapter 154 Annual Meeting will be held on the afternoon of October 29<sup>th</sup>. We will be electing a new board of directors at that time so we do require a majority of members to attend for that purpose. If there is some program activity or service you would like our chapter to provide this would be the perfect time to propose it. The meeting will be held at **1 PM in the Regina Flying Club Classroom.**

Saturday evening will be the annual Aviation Dinner at the Royal United Services Institute. Cocktails at 6 PM and dinner at 7 PM. This is the same location as last year – the single-story building immediately south of the Regina Armoury. Tickets will be sold in advance at \$30 per person.

We are required to let the RUSI folks know in advance how many people will attend, so **we are asking you to get in touch with one of the directors (Malcolm, Vic, Ron, Bert or Ken) and confirm your attendance by Monday October 17<sup>th</sup>.** We will accept your payment at the door. Since this event is run on a “break even” basis we will treat your ticket as bought and paid for as of your confirmation and cancellations after that time will not be eligible for a refund.

This event is not restricted to EAA members. COPA Flight 4 members and anyone else in the Regina aviation community who is interested is welcome to attend.

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### **Flight 4 News:**

We don’t have an “official” report from Flight 4 this month but an ear to the ground has revealed that there have been changes to the Flight 4 Officers. Carl

Luhning will be Captain in 2012, Vern Reaburn the Co-Captain and Rem Walker the Navigator. Ken Etter is also a Co-Captain by virtue of being the immediate past president.

The big news from COPA National is that the organization has parted company with Marsh Canada as the provider of the group aviation insurance. The new insurance provider is Magnes Group. Full details are on the front page of September’s COPA Flight. If you have a current insurance policy through Marsh-COPA, don’t forget the

October 20<sup>th</sup> deadline to add your name to the Magnes database and be eligible to win an I-Pad and a one-year subscription to the Foreflight flight planning app.

For those who are well-enough organized to plan far ahead, mark Saturday May 5, 2012 on your calendar as the date of the Annual COPA 4 Spring Rust Remover.

More details will be published as the date approaches.

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## ***EAA World of Flight Calendars***

Chapter 154 will have the 2012 EAA calendars available for sale shortly.

As usual, the air to air photography, provided by EAA employees, coordinators and volunteer photographers is spectacular.

We are putting our bets on the US Postal Service to have the first shipment here by the October meeting date – the 29<sup>th</sup>.

Retail is \$12.99 US but we hope to do a bit better than that – depending on the shipping cost.

Contact chapter treasurer Bert Hamilton for more information.

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## ***In Memoriam***

Since the last newsletter we have seen the untimely passing of two of our brothers in aviation.

Phil Masson died on September 3<sup>rd</sup> in Regina at the age of 66. His obituary noted that “...he was a master cabinet maker who built his own airplane. He spent many happy hours with his flying buddies at Parr Field or on trips across North America.”

Phil and Howard Parr built the Zenair Zenith CH-300 C-FOQX. Phil later became the sole owner. The aircraft is now for sale by his son Trevor.

Jerry Deck, long-time member of EAA 154, died on Tuesday June 7th in Regina at the age of 68. An obit was published in the Leader-Post that made mention of Jerry's aviation accomplishments. Jerry got his pilot licence in 1984. In 1998 he completed a beautiful Steen Skybolt biplane that demonstrated his impeccable woodwork. Jerry sold the Skybolt soon after but continued to be a member of EAA, kept his strong interest in aviation and kept in touch with the his many flying friends . The CCAR shows the current owner of the Skybolt as Wayne Burgsma of Goderich Ontario.

“They have gone, not alone into the sunset but into the company of friends who have gone before.”

## What Am I Going To Do?

*Editor's Note:*

*The following article by Rich Davidson is reproduced from the Nordo News Web Site.*

*Rich is the owner of Lee Bottom Flying Field (64I) near Hanover, Indiana*

Be honest; you've asked yourself this very question haven't you? If you have a pilot's license, own an airplane, or have any interest in aviation whatsoever, you know what I'm talking about. There you are just going about your day when BOOM, the thought of seven dollar Avgas, \$500 hangar rent, \$2500 annuals, registration fees, taxes, and TSA restrictions to liberty flash through your head like that feeling when you realize you've left your wallet or purse on the gas station counter. Panic jolts the senses, a sick feeling comes over you, and until you have that wallet in your possession, nothing else matters. You know what I'm talking about. You just haven't had the nerve to say it out loud because you know that when you say it; it takes on substance. Maybe to you it's like telling your family you lost your job right after getting a mortgage on a new home. Whatever the case, "what am I going to do" is the question that makes everything else irrelevant.

Fortunately, there are things you can do offset this feeling of hopelessness and despair. Most of them involve accepting reality, banishing irrational beliefs, and making more of your time with flight. If you are willing and able to do these things, life will not be so bad.

First, it is time to accept the reality that your airplane is not an investment. Except for a very few years where things got out of hand with easy mortgages and speculating, aircraft have not made good investments. Yes they do hold some value over time but the primary value they hold is similar to that of a core exchange. This may be hard for many people to understand and having lived through the good years of aviation, many will dispute this completely. In the real world though, there is now a much bigger ratio of old planes to people who want them than ever before. Therefore, the thing you have to decide is if you are in this machine because you love flying. If not, then you need to get out of the airplane you own and invest those funds somewhere else. Your conscience will love you for it. Rules of thumb for this decision: If you aren't flying your own plane or a rental at least once every two weeks you aren't in it for the right reasons or you can't afford it. If you aren't flying it because you truly can't afford to, you need to sell your plane immediately and let reality come into your life. If you aren't flying because you can't afford a rental, then you need to find additional streams of revenue because have you succeeded beyond your pay grade.

Second, it is time for everyone to banish their irrational beliefs. If you own a Champ that burns five gallons an hour, at \$4 per gallon that is twenty dollars. If fuel then goes up to \$6 dollars per gallon, that means your fuel costs only ten additional dollars. Now I know every penny counts but if you can afford twenty you can afford thirty. And yeah it's an old argument but it is also a true argument that you likely waste that much money every other day as it is. If you don't believe that, then perhaps that is how you ended up in a plane you cannot afford. You must be willing to face reality and you must

be able to do the math. Then take those numbers to do battle with the irrational belief the extra ten dollars makes your flying too expensive. If nothing else, find a friend that would like to fly with you for a percentage of the gas expense. This is a great way to get more people involved in flying and it will help you feel better about the money your spending despite the fact you can afford it; right?

Oh wait, there is more to part two. Since I know there will be people who say yeah but what about my plane that burns twelve gallons an hour, I feel I must continue drawing it out. If this person is you, that means you are spending \$48 dollars an hour; for all practical purposes \$50. With the rise in prices you now have an hourly fuel cost of \$72. Yes, I agree, that looks like quite a bit when typed out but it is only \$24 additional dollars. Now do not get me wrong, I know every dollar counts. That's why all our engines are described with two numbers instead of three. But again, if you can afford \$50 an hour, you can afford \$72. If, like most people, you fly 25 hours a year, that's only \$600 extra dollars. I say "only" because what do you think the average price is of a plane that burns twelve gallons per hour? There is no way of figuring this out for sure but a rough guess, judging by the known values of the cheapest to most expensive planes in this category, would have it somewhere around \$75,000. Can you honestly name one person who can afford, truly afford, a \$75,000 airplane that can't afford an extra \$24 dollars per hour? This doesn't mean that I'm not ticked off about high prices. It means your fear of gas prices is irrational unless you are in a plane you truly cannot afford. If that's the case, see the first topic above. Your conscience will love you for it. Rule of thumb for identifying this issue: If you believe you will not be able to do any flying this summer or you have already written off flying to some events this year because of fuel prices, you are either being highly irrational or you are in a plane you truly cannot afford to have sitting around. Your conscience is trying to tell you something.

Finally, make the most of your flying. If you have historically gone up and tooled around once a week and felt like nobody else was out flying, then this is your chance to change your flying habits. It could even make your time in the air more fun despite the fuel prices. How do you do this? Well, what you do is save your flying for an event or a trip to a restaurant with other pilots. Do a little basic planning, find an event or a restaurant you would all like to visit, and fly there together. Airplanes, like motorcycles, are infinitely more fun when there are more planes and people involved and by doing this you will find those extra dollars spent are better utilized and possibly not even noticed. A bonus is that you will also be helping out the larger aviation community by supporting the places that support flying. Rule of thumb for this issue: If you find you feel like you are the last person on the planet who flies their airplane, you need to find new friends or put forth the effort to get them together to go flying.

So, let's review.

A plane is not an investment. You should have a plane and or be a pilot because you love flying. At the point you begin to think of any part of it as an investment, you are heading down the wrong path and you should re-evaluate your priorities.

Rising fuel prices do not devastate the bottom line as your brain would have you believe. If you can afford four dollars a gallon, you can afford six dollars a gallon. If you can't afford six you can't afford four and it is time to sell the airplane, find a different hobby, or get someone to share the fuel expenses with you.

Make the most of your flying. Yes, it would be nice to fly an hour every day but you might find it is infinitely more fun flying as part of a gaggle to an event where even more fun awaits.

Take these tips to heart and you will find your worries about gas prices are relieved. Yes times are tough and fuel prices are going up, but if you are in aviation because you love it, there is no reason for you to be losing sleep. Do an honest evaluation of your situation, make rational decisions over emotional, and learn to enjoy what you have.

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## ***Aviating the Internet***

Here are a few interesting web sites to check out. (All have been scanned for viruses and malware and are clean.)

### ***DAS amazing...***

**And this is only what they are telling us about...**

**This is an electronic shield around an aircraft that alerts and protects...**

**Electro-Optical Distributed Aperture System (EO DAS) for the F-35**

**Check out Electro-Optical Distributed Aperture System (EO DAS) for the F-35. A must see - absolutely amazing.**

**<http://www.es.northropgrumman.com/solutions/f35targeting/assets/eodasvideo.html>**

Did you know? Your EAA membership card will get you a free admission to the Saskatchewan Science Centre as well as a host of other museums and science centres across North America and Europe.

Check out [http://www.eaa.org/passport/EAA\\_MuseumPassport.pdf](http://www.eaa.org/passport/EAA_MuseumPassport.pdf)

Former chapter member Dan Daigle keeps in touch via email and sent this link to a video of a restored Spitfire Mark-I

<http://www.telegraph.co.uk/motoring/goodwood-revival/8753919/A-rare-Spitfire-Mark-I-takes-to-the-skies-once-more.html>

Another former member, Cal Williams, regularly sends along interesting aviation links. He found this video of a J-3 cub in a very tight spot.

[http://www.aircraftowner.com/videos/view/piper-cub-tight-landing\\_1873.html](http://www.aircraftowner.com/videos/view/piper-cub-tight-landing_1873.html)