

Plane Talk

from The Saskatchewan Aviation Historical Society (SAHS)



The Saskatchewan Aviation Historical Society is proud to announce our Sod Turning Ceremony to mark the start of the Saskatchewan Aviation Museum and Learning Centre.

Date and time: 19 May, 2015 2:00 PM – 4:00 PM.

Location: Hangar 30 Site, 2721 Koyle Ave.

Immediately south of the SIIT/Saskatchewan Polytechnic Hangar

Vintage and historical aircraft will be on display.

Platform guests will represent friends of the project:

Young people are especially welcome.

There will be complimentary cake and coffee.

Please join us in our celebration.

RSVP by e-mail no later than May 10, 2015 to: info@skahs.com



Camp Borden – Birthplace of the RCAF

Camp Borden – now Canadian Forces Base Borden – in Ontario was the birthplace of military aviation in Canada.

In January 1917, a group of Royal Flying Corps officers from Great Britain, led by Lieutenant-Colonel Cuthbert Hoare, arrived at Camp Borden, which had been used as a camp by the Canadian Expeditionary Force the previous year. Under Lieutenant-Colonel Hoare's leadership, the organization known as the Royal Flying Corps Canada (RFC Canada) built Canada's first flying station from the ground up and trained thousands of air and ground crew for service overseas.

The aerodrome portion of Borden, which had remained empty since January 1919, was taken over by the CAF in July 1920. By the time the RCAF was formed on April 1, 1924, RCAF Station Borden was the most important station in terms of assets, personnel and flying activities.

On Wednesday, April 1, 2015, the Royal Canadian Air Force celebrated its 91st birthday.

The Forgotten Pilots



March, 1976, Canadian Aviation

It's been 35 years since the British Government found that civilians, many of them disabled or too old for combat duty, could ferry the most sophisticated warplanes from the factories to the air bases. Not a few of these pilots of the little-known Air Transport Auxiliary were Canadians, and women, like Marion Orr.

When Marion learned to fly in 1939, flight tests were given by a stern Department of Transport inspector, not by an approachable flying club instructor. During her spin test, the engine of Marion's Cub stopped. She made a dead-stick landing in front of the inspector, who allowed that it had been an acceptable performance.

She instructed at Toronto's Barker Field—since overrun by housing—and then worked in the Control tower of the civilian-operated flying training school at Golderich, Ontario. Then, with 400 hours in her logbook, she signed up at Dorval, Quebec.

The Harvard was the first airplane Marion had flown with a constant-speed propeller and retractable gear. Its approach speed was as fast as the cruise speed of what she'd been flying previously. In England, she was given quick training in Magisters and Tiger Moths. Later, she would rate the Tiger as the trickiest of the 65 types she flew, more difficult than the Beaufighter or the 2,180 hp Tempest.

Since pilots couldn't be given courses in every type of aircraft, the 70 most common types were divided into six classes. Nothing special about that—until it was decided that if pilots were given flying training on one aircraft of each class, they should without further tuition be able to fly all other types in the class. How's that for having confidence in people? The system worked because each pilot had a superlative Blue Book developed by ex-BOAC staff. Cramped into 4x6-inch sheets were vital actions and crucial advice on more than 70 types.

Marion remembers sitting in the cockpit of a Spitfire reading the Blue Book after the instructor said, "You're on your own." Marion explains, "you just studied the book, started up and hoped for the best.

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****NEW**** Flight Simmer's Corner

With the former Microsoft Flight Simulator series effectively shut down years ago and the free-to-play experiment Microsoft Flight being abandoned, it would be easy to assume the series doesn't have a future. In fact, there are big plans for the franchise, but not from Microsoft: Dovetail Games, the studio responsible for the Train Simulator series, has announced that it has secured the rights to the series and plans to both re-release one of the series' best games and to develop new ones.

Dovetail's announcement today is for a global licensing deal with Microsoft. What that means is the company now owns the rights to develop new games using the technology from Microsoft's games—rights it plans to put to use by releasing a new game of some sort in 2015.



While working on that new project, Dovetail will re-release 2006's Flight Simulator X: Gold Edition—the final game in the proper Flight Simulator series, pictured above and to the right—through Steam. Known as Microsoft Flight Simulator X: Steam Edition, this version of the game will include all of the content from the Deluxe Edition and the Acceleration expansion pack. It's expected out on PC in "late 2014." We don't yet know whether the game will sport any improvements or additions (be it a visual overhaul or support for Steam features), but we've contacted Dovetail to learn more.

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We had been cautioned about overheating on the ground, so I hurried out. On take-off I was pressed so hard into the seat I couldn't move. I was at four thousand feet before I knew it." There was no time for practice or aerobatics. Just go from A to B and don't bend the machine. Even so, Joan Hughes, a diminutive British girl, once impressed Avro workers by looping a 50-ton Lancaster over the factory.

All flying was by Visual Flight Rules, however, in priority cases pilots were allowed to go when they liked. Of such a day, Miss Lettice Curtis writes in her fascinating description of the life of the ferry pilots, *The Forgotten Pilots*, "All (the pilots) had frightened themselves in a way that is known only to those who, of their own free will, pit their lives against the clearness of their thinking. And there can be few things more frightening than finding oneself committed to chasing through the sky, in an aeroplane from which the downward view is at the best of times not too hot, pressed on by greyness, knowing that if a reference with the ground is lost even for an instant, one's chances of a safe return to earth are not worth the proverbial row of beans. Yet such is human judgement that in most cases the balance between ultra-caution and undue risk was accurately hit."

Each morning the pilots gathered at the ferry pool for chits, which gave aircraft type and destination. Marion always tried to get a Spitfire because she loved its light controls. Pilots weren't allowed to mark the position of balloons or new airfields on their maps. These positions were on a master map and pilots had to memorize such things before take-off. Once Marion forgot and was shot at as she strayed over a Royal Navy base.

After her contract was up, Marion Orr returned to Canada and earned a helicopter rating, the 36th woman to do so. She bought Aero Activities and set up a flying school at Maple, northwest of Toronto. She later sold the school and followed her sister to Florida. But she missed flying, and after 10 years she has returned to Canada, regaining her instructor's rating.

This article originally appeared in the March, 1973 edition of Canadian Aviation magazine.



This announcement comes just days after Microsoft announced that online multiplayer servers for Microsoft Flight would be shut down this October, although the single-player will remain "largely intact." Fans still playing will already have become accustomed to not getting any new content, as Microsoft ceased development on the title in 2012. Prior to that, in 2009, Microsoft shut down Aces Studio, the former publisher of the Flight Simulator series, signaling what appeared at the time to be the end of the series.

Head of Xbox Phil Spencer has spoken this year about Microsoft's recommitment to PC gaming. While these Flight Simulator developments aren't internal projects, at least Microsoft has chosen to hand the franchise off to a studio with an established history of making simulator games.

Are you still interested in the Flight Simulator series?



Therapy Dog Program Launched at YXE!

Saskatoon, SK: Friday the 13th seems like a perfect day for the Saskatoon Airport Authority (SAA) to launch their stress reducing Therapy Dog program! "Fridays are a busy travel day and as we enter into the spring break, the airport will be even busier." comments Stephen Maybury, President & CEO at the SAA, "The Airport is a perfect setting," continues Maybury. "For some, air travel can be stressful. We want the experience to be as positive as possible."

The Therapy Dog program is designed to reduce anxiety and tension in many settings. Coordinated through St. John Ambulance (SJA), the dogs come in all shapes and sizes- breed and gender are not important. The dogs qualify through a national certification process and can then be available for programs in facilities such as hospitals, schools and universities.



Finally the snow is gone, and the Saskatoon Soaring Club is poised to start flying on April 18. The planes at Cudworth have been inspected by our AME and we are roaring to go. Our Winch was also serviced and it is just waiting for the few brave to take us up.

In the recent past we have talked about the SSC planes and launching methods, this occasion I would like to describe our operations, especially at the beginning of the season.

Every year the SSC has a qualified AME inspect the club's planes. It is typically done on a Saturday so members can come, participate, help and learn. That day, in addition to assisting with the plane handling, members also do a general clean up to the hangar, and minor maintenance on our winch, golf cart, mowers, radios, etc. The weekend after this takes place, we usually have instructors and licensed pilots perform currency check flights. The check flights consist of some time behind the sticks to get a re-acquainted with the plane, piloting and operations. These include a good review at desirable flying habits plus recover procedures.

After the check flights are done, instructors resume work with students and also some flying for themselves. Spring is a busy time as it is typically the best season for soaring and cross country flying and everybody wants to get in the air to catch some boomers! It is also a good time to get the winch out as crops are down, and the winch can be set up on a field, way ahead of the end of the runway, in order to maximize the cable run to the glider and the certainty of better and higher launches.

It is worth mentioning the SSC offers flights at \$20 each (when using the winch)!!!! It is not only super exciting, but also has a good chance of offering a good soaring flight because of the Spring conditions for thermals.

We also have the Ground School going every Wednesday (from 7 to 9 PM) at the SIAST Building across from Millennium's hangar for 4 more weeks. If you are interested, just show up for a session or two to see what is all about. We have a flying schedule at our webpage <http://www.soar.sk.ca/ssc/>. If you are interested, check it out and make sure we are flying that day, and you are more than welcome to swing over, either drive or fly your way to our field for a day of good flying fun.

More Info: John Toles (j.toles@shaw.ca)
by; Fernando Garza

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More recently, the benefits of the program are being seen in airports.

"These dogs thrive in environments where they can brighten the day of those they meet," comments Ashley Balysky, Community Services Coordinator with the SJA. "Studies have shown the benefits are both physical and emotional, with most (benefits) providing a degree of relaxation."



While the sky was blue and the temperature was perfect, Mother Nature was letting the winds blow today. We were only able to complete 8 flights, for a total of 24 cadets flown before the winds reached a velocity that made continued flying unsafe.

Some are likely upset they did not get to fly. Here is a phrase that has kept me alive and out of trouble for the 12 years I have been a pilot: It is better to be on the ground, wishing you were in there air, than in the air, wishing you were on the ground.

Safety is always my number one consideration when it comes to cadets, and I know the parents and guardians that entrust their children to my care appreciate that priority.

The cadets and family were still able to tour various airplanes, including a former Submarine Hunter turned Fire Suppression machine - DeHavilland Tracker. Special thanks to the Saskatchewan Aviation Historical Society for accommodating us today.

Depending on schedules and finances, we may reschedule this for later in the Spring/early Summer.

Capt. Beaven

The Prairie Heritage Air Show Society



Everything is looking good for the 2015 Air Fair. Maid in the Shade and Sentimental Journey from the Arizona Wing of the Commemorative Air Force have confirmed their attendance and we look forward to hosting them. We hope you can come too!



Courtesy of www.iflyamerica.org

"It's been a long winter, so I thought I'd catch up on some flying time. I should only be gone for a month or two."



Air travel can be very stressful and we want all of our passengers at YQR to have a positive experience. The Therapy Dog program is designed to reduce anxiety and tension in many settings. The program is managed and monitored through St. John Ambulance and the dogs are qualified through a national certification process.

For further information on the dog therapy program and the training protocols in place for the handler and their animal as well as any concerns, please contact St. John Ambulance directly or send an email to comments@yqr.ca.

****New Section****

New Pilots Corner

brought to you by:



Millennium Aviation, LTD
Teaching Canadians how to fly since 1988



MITCHINSON
FLIGHT CENTRE

Millennium Aviation and Mitchinson Flight Center are joining forces to congratulate all the NEW solo pilots. We ask you to join us in congratulating all the "New Pilots"



Dalibor Kovacic



Connor Kilduff



Kailah Webster



Dane Oram



Justin Jenkins



Max Taylor

Also Included

Aimee Tremblay - 1st Solo
Rachel Pepin - 1st Solo
Blair Thiemann - passed multi ride
Russ Schroeder - 1st solo
Daniel Cotton - Night Rating

are the following!

Derek Smith - Night Rating
Dane Oram - 1st solo
Luke Ford-Matchett - Night
Anton Tontchev - Night
James Dyck - Night Rating
Geoff Barrie - Night Rating
Eric Lalonde - Night Rating

Congratulations to all the new pilots!

From the Files:

Thousands attended Moose Jaw's first air show in 1930

Moose Jaw Times-Herald, 07/05/2002.

This article appears with the permission of the author, Moose Jaw historian Leith Knight. This article originally appeared in the Moose Jaw Times-Herald on July 5, 2002

Just 11 years after the first plane reached Moose Jaw -- and that flying machine arrived and left in a packing crate in a CPR freight car -- the newly organized Moose Jaw Flying Club staged its first annual air show, on July 5, 1930.

The show was a rare opportunity to bring thousands of visitors to the city and impress them with Moose Jaw's rapidly-developing air service. The Great Depression was just getting under way and making itself felt in all lines of business, and Moose Jaw needed all the horn-blowing it could get.

George M. Ross, president of the flying club, called for local support of the air meet. "I would like to appeal to all citizens to get behind the Moose Jaw Flying Club and demonstrate to the outside world just how air-minded we are in Moose Jaw.

The venue of the show was Rosedale Airport on Caribou Street West, now the site of PFRA (Prairie Farm Rehabilitation Administration) and a postwar housing development. For those who did not possess a car, the Moose Jaw Street Railway provided bus service from the corner of Main and High Streets for 25 cents return.

Since the air meet was expected to attract thousands, booths were set up along Caribou Street from Ninth Avenue to the airport to facilitate ticket sales, and a large contingent of volunteers was on hand to direct traffic. Loudspeakers were strung along the south side of the airfield, and Billy Ward, a well-known radio personality in the Moose Jaw area, stood by to introduce the pilots and provide a running commentary.

More than 20,000 spectators turned out to witness "the finest exhibition of flying in the West." R.W. "Dick" Ryan, flying club instructor and local high school teacher, was responsible for organizing the event.

The air show opened with a grand fly-past with 28 aircraft of all shapes and sizes taking off, one at a time, at 20-second intervals. In the lead plane, a Gypsy Moth, was pilot Dick Ryan and passenger Mayor James Pascoe of Moose Jaw. The last plane in the fly-past was a big 10-passenger, tri-motor Fokker which carried the members of City Council. Prior to and following the air show, the Fokker was available for short flights over the city at \$2 per person.

After the fly-past, the air show got down to business with an altitude climbing contest. At a given signal, the contestant took off and climbed to a required height of 1,500 feet.

When this was reached, the pilot landed as quickly as possible. J.W. Windrum of Saskatoon won the event with a time of three minutes, six seconds.

He also won the dead-stick landing event, in which each contestant was required to climb to 1,500 feet, shut off the motor and coast to a landing as near as possible to a given mark.

As soon as stunt pilot Captain Vern Roberts of Moline, Illinois climbed into his Monocoupe "Little Sweetheart," the crowd knew there were thrills ahead. Roberts ascended to 1,000 feet and then put his compact machine into a series of loops, doing at least ten before turning his attention to stall turns, spins and flying upside down.

Then he pointed his machine down on the airport and flying with engine full out, dived to within 75 feet of the ground before pulling the plane up and into an almost-vertical climb. "There was nothing in the bag of tricks that Roberts did not perform," reported the Evening Times, "and when he landed his machine he was given a great ovation by the many thousands present at the meet."

Another stunt pilot, Captain J.D. Parkinson of Calgary, at the controls of his silver Curtiss-Reid Rambler, climbed to a height of 2,000 feet and went into loops, spirals and dives that kept most spectators in a state of terrified excitement. Especially spectacular was his side-slip dive in which the plane rolled from side to side as it descended for a landing. Parachutist Charles Collins of Aurora, Illinois, added more thrills by jumping from 2,000, 1,000 and 800 feet. Among other events were a balloon-bursting contest, bombing contest -- the "bombs" were brown paper bags filled with lime, and a Gypsy Moth race.

In the evening, there was a demonstration of glider flying -- the first such flight attempted in Saskatchewan. The glider was catapulted into the air by shock-cord, but the demonstration was not as successful as hoped because there was not a breath of wind to give it lift.

The day concluded with a jitney dance to the music of Art Fullford's eight-piece band, on the newly-laid floor of the hangar. For the guests of the flying club, pilots and those who took part in the events, there was a banquet in the new Grant Hall Hotel.

The 1930 air show, although a far cry from today's air extravaganzas, was one of the few good things to come out of that depressed period. No spectator ever forgot the excitement, thrills and crowds of that day.

Much credit for its success went to Dick Ryan, who later became an important personage in Canada's airline industry, retiring in 1965 as executive vice president of Canadian Pacific Airlines.

* FROM THE FILES The Leader-Post, Thursday, May 28, 1936

Drop us a line if you have any questions, stories, photos or artifacts you wish to donate or share with the society.

We would love to hear from you.

E-Mail: info@skahs.com