

Plane Talk



from The Saskatchewan Aviation Historical Society (SAHS)



Left to right: Ben Rodd- Chair of the Board for the Saskatoon Airport Authority, Guy Devenny - Director of SAHS, Janet Keim- President of the Saskatchewan Aviation Council, Tom Coates - President of the SAHS, Rose Ferguson- President of the Nutana Legion #362, Colonel Alex Day- Wing Commander 15Wing, Robert Stromberg- Director SAHS.

May 19th marked a milestone for Saskatchewan aviation.

The Sod Turning Ceremony was held at the site of the future Saskatchewan Aviation Museum and Learning Centre.

The event started with piper Don MacPherson, piping in a colour guard from the Legion and an Air Force flyby of 2 CT-155 Hawk jets from the Moose Jaw base. Distinguished guests were; Hon. Brad Trost and Hon. Lynne Yelich on behalf of the Federal Government, Minister of Education, Don Morgan and Minister of Environment, Scott Moe were on hand to represent the Province of Saskatchewan. Ben Robb was present to speak on behalf of the Saskatoon Airport Authority and Janet Keim spoke on behalf of the Saskatchewan Aviation Council.

Con't next column

Colonel Alex Day brought greetings from 15Wing Moose Jaw and on behalf of the RCAF. Randy Fernets, Director of industry and Development spoke of what the new museum meant to tourism in the City of Saskatoon as well as to the province.

On behalf President, Tom Coates and all of us at the SAHS, thank you to everyone that came out. It was because of you that this event was such a success.

Blue Skies,
Tim Munro, Executive Director



New Vice President, Business Development and Service Quality



We are excited to introduce Lori Sly as our new Vice President Business Development and Service Quality. In this new role, Lori is looking forward to growing our well as enhancing passenger services.

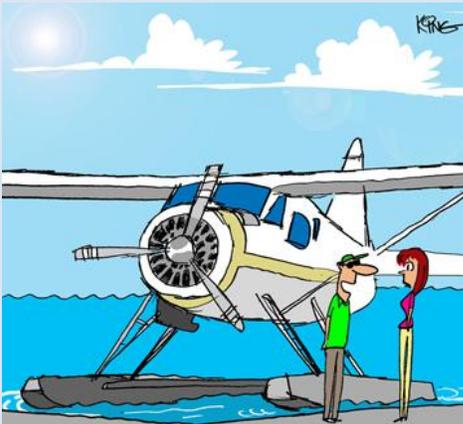
As a proven business development and marketing champion, Lori understands the tremendous opportunities and challenges attached to our growth profile. With niche airport experience and a vision for stress-free passenger experiences, Lori was the past Director of Communications, Customer Service and Marketing with the Regina Airport Authority (2010-2011) and subsequent to that role provided consulting services to the Saskatchewan International Air Service Development Working Group (2012-2014). Recently Lori was the Director of Business Development and Interim General Manager at Western Ag Global (2012-2015) leading a network of professionals in the areas of business growth, marketing and sales. Lori holds a MBA and BComm from the Edwards School of Business at the University of Saskatchewan and has enjoyed guest and seasonal lecturer opportunities on marketing and communications at various educational institutions.

Lori will join the SAA Team on June 8th.



A BIG thanks goes out to the following members, that gave of their time during the "Mother's Day" Weekend to work the SAHS booth at the 2015 Man Show.

Randy England, Alana Kuhn, Ivan Chovan, Harley Greening, Dave Munro, Stefan Trischuk, Don MacPherson, Kevin Shook and Guy Devenny. These individuals each stepped up and donated their time and efforts to ensure we had a great booth and promoted us and the upcoming museum. Thank You!



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."



Hi all, just a reminder of the next meeting. The meeting will be held on TUESDAY MAY 26th @ the senior center @ 7:00 p.m.

The meeting agenda will be a RE-VISIT to the 2015 Air Fair Budget, followed by a round table. Agendas will be printed for the meeting. All are invited to attend, but is not mandatory, except for the core officers.

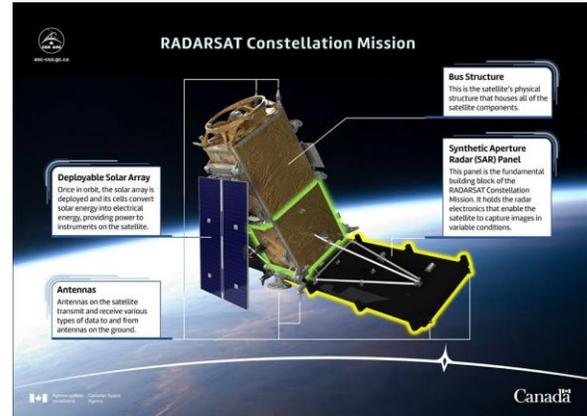
See you there

Real

Mark your calendar and Plan To Attend!



Canadian Space Agency / Agence spatiale canadienne



Canada is presently building the first of three RADARSAT Constellation Mission (RCM) satellites.

One of the two Synthetic Aperture Radar antenna panels (highlighted in yellow in the illustration) has now been assembled by MacDonalD Dettwiler and Associates (MDA). The panels are critical to all radar imaging operations.

The first Payload Module (highlighted in green), built by Magellan Aerospace in Winnipeg, Manitoba, has also been delivered to MDA.





The Government of Saskatchewan will provide \$700,000 in funding to 15 airports across the province through the Community Airport Partnership (CAP).

Funds for the 50 per cent cost-shared program will be used to enhance infrastructure so that community and regionally-owned airports can continue to serve the growing province.

“We are pleased to make another substantial financial commitment to the Community Airport Partnership Program,” Highways and Infrastructure Minister Nancy Heppner said. “Local airports are critical to Saskatchewan’s economic development, accessibility and safety.”

Airports receiving funding through the CAP program this year are:

- Carlyle, \$18,250 for redesign of the Wide Area Augmentation System (WAAS), crack sealing and line painting;
- Gravelbourg, \$156,500 to repave the middle 50 feet of the airstrip;
- Kindersley, \$7,121 for asphalt preservation and to repaint the runway marks;
- Kipling, \$4,000 for line painting;
- Luseland, \$4,000 to paint the lines and markings on the runway, taxiway and aprons;
- Maple Creek, \$71,300 to sealcoat the runway and taxiway and for line painting;
- Moose Jaw, \$15,000 to replace the underground electrical cables and airfield lighting system;
- North Battleford, \$200,000 for pavement overlay of the taxiways and apron;
- R.M of Eldon #471 (Maidstone), \$8,136 for fencing;
- Shellbrook, \$45,000 to complete a three year project including: crushed rock, levelling, packing and sealing; moving lights;
- Swift Current, \$48,000 for overlays and slurry seal, crack



In an effort to continue to increase our customer satisfaction YQR will be improving our retail, food and beverage services. From April 1 until October 1, 2015 we will be working on additional and expanded food service options both pre- and post-security, expanded post-security retail services and improved lay-out in the main restaurant to improve traffic flow.

- sealing and a beacon;
- Tisdale, \$18,928 to repair the runway lighting system, a beacon and crack sealing the runway, taxiway and apron;
- Unity, \$49,500 for apron resurfacing;
- Wynyard, \$13,125 for lighting replacement; and
- Yorkton, \$41,140 for runway and taxiway improvements.

“There are endless opportunities for Saskatchewan aviation transportation to contribute to our economic growth and safety,” Saskatchewan Aviation Council President Janet Keim said. “We are very pleased that the government has again made an excellent contribution in support of our local airports.”

To qualify for funding, airports must support economic development, accessibility, or safety initiatives like air ambulance or medivac services.

The government has invested more than \$5 million in 33 locally-owned airports through the CAP program since 2007.





Once more, thank you for reading our little space in this publication. It is a pleasure to share and read airplane related stories from all across.

The Saskatoon Soaring Club would like to start by congratulating all the people involved with the upcoming Saskatoon Aviation Museum and Learning Centre. It will be an extraordinary legacy to future generations, by preserving not only airplanes, but stories, anecdotes, and events that may seem long ago but would be an injustice to be forgotten.

The ceremony was great, and by the way, the quote “Once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return.” Is by Leonardo da Vinci, just in case anybody was wondering, although most pilots know it.

OK, back to Soaring.

Guys and girls, May 2015 has brought not only good soaring weather, but an influx of great students to our club. We have been using our two seater glider to maximum capacity and students seem thrilled and enjoying the flying. They have been subjected early on to thermals and turbulence, but they did not get deterred nor dizzy, it was quite the opposite. Some days we are out at Cudworth by 8:30 am flying the entire day non-stop. In addition to the students, the licensed pilots and instructors have also made good use of the weather and have gone on Cross Country flights, which can last several hours. This year, heights of nearly 10,000 feet AGL have been reached and multi hour flights have taken place.

We would like reiterate our invitation to everyone to check us out!

In this occasion we will explain briefly how our club operates:

First, all the instruction is FREE. We are all volunteers and we instruct and get instructed completely free of charge-this is true for any member- . The club is a non-profit organization, so the fees are mainly based on how many times the pilot gets towed or winched up. Now, because the club operates solely based on member cooperation, it is expected from everybody to pitch in with the normal duties of aircraft and ground operations. Soaring

Club Con't on page 5

Flight Simmer's Corner



These tips are meant for the novice Flight Simulator X pilot. Most of you will want to start on the jet aircraft like a Boeing 747 or 737. However, your first tip should be to go for a smaller prop — or propeller-driven — aircraft like a Beechcraft King Air 350 or a Cessna 172. The prop aircraft are slower, so you can afford to make mistakes in them because they give you longer to react to any situation.

Remember: Under 10,000 ft., your speed is under 250 knots!

This is a classic rookie/novice mistake. 250 knots is the speed limit for *all* aircraft under 10,000 ft. The only reason you would have to go over this rule is if you are flying a heavy aircraft. Heavy aircraft usually need a higher speed to climb to keep them within the safe flight envelope. However, even though heavy aircraft are allowed to go faster, it's not by all that much — meaning that you can't get away with adding “heavy” to your call sign and expect that you can go at 300+ knots under 10,000 ft.!

Landing speeds: This is also a classic rookie/novice mistake. If you are landing — in any aircraft — at 250 knots, you will be putting an extreme amount of pressure on your brakes and/or reverse thrust when you land. This may end up with you flying off the end of the runway — pun not intended. When landing, it is a good idea to slow your aircraft down to a minimum approach speed. This is generally around 10 or 20 knots above the stall speed of the aircraft. The slower you land, the better and safer it is for you, your aircraft, and your virtual passengers — that is assuming you're carrying any.

The idea behind these articles is to pass on information gained over the years of experience playing with Flight Simulator 2002 all the way up to Flight Simulator X. We may even get into Microsoft Flight, which is the new iteration of the Flight Simulator family.

Soaring Club Continued from page 4

These activities include washing the planes, charging batteries, ground handling, set things up for flying, pack up at the end of the day, etc.

We are very lucky, our group has a very cordial disposition, and our students get involved in all right from the beginning, including pre-flight set up. During busy days, we pre-sign up at an electronic agenda to give pilots an idea the potential of flying pilots and how busy the day will be, in terms of airplanes' availability. Typically we try that students fly early in the morning 2 or 3 times each to spread the lessons properly and avoid difficult flying conditions. Nonetheless, if there are thermals early in the morning, we modify our training programmes accordingly to get those students soaring from the very beginning, as soaring is out bread and butter.

During the afternoon, when thermic activity increases, more experienced pilots go flying to make the most use of the conditions, but they are also in charge of packing things up and leave everything ready for the next flying day.

Our objective is that everybody get to fly and go home having accomplished something. It is not always perfect, but the club meets such objective more often than not.

Come visit us.

by; Fernando Garza



Martensville, SK Fly-in Breakfast

When: Sunday, May. 31, 2015 from 10:00 am to 12:00 pm

Where: Martensville, SK (CRF5)

COPA Flight 10 in conjunction with RAA 4901 is hosting the 1st of 4 (monthly) Sunday Fly-in Breakfasts co-ordinates 52.28N, 106.68W. The May 31st Breakfast/Brunch starts at 1000hrs.

For more information, please contact;

Rick Smith at 306-491-4097 or Richard23@sasktel.net

Modeler's Corner

Getting the Decals to Look Like Part of the Paint Job

This is probably the most enjoyable aspect of creating a realistic looking model aircraft kit. In most cases, this scale modeling technique is procedural and the results are fantastic.

In order for your decals to look like they have been painted on, it is important that they be applied to a glossy surface. To prepare the surface, you can purchase Future Floor Wax and airbrush it directly on top of your paint scheme. There is no thinning required. Simply spray it onto the model aircraft kit as is. Be sure to apply a very thin coat and use a low PSI of 15-20 lbs. on your air compressor. It may look messy going on, but in about 1 hour, it should dry to a shiny, tough surface. The resulting surface will accept the decals very well. Clean your airbrush and tips after this step using either warm or hot water.

For organized scale modeling, I prefer to separate stencils, insignias and personal markings using a pair of scissors or a modeling knife.

Dip your decal in water for about 10 seconds and place it on a non-absorbent surface until it loosens from the backing. When the decal is loose, place it with the backing next to the desired location on your plastic model airplane. With a damp finger, slide the decal onto the model aircraft kit and pull the backing paper away while letting the decal drop to the surface. Once the decal is in place, you may want to use a damp cloth to lightly tap away some of the excess water.

Using a brush, apply a setting solution – such as Solvaset - over the decals while they are still moist. Then, allow 24 hours for the decals to dry and adhere to the plastic model airplane. The setting solution should soften the decal film so that it stretches over the surface details, such as rivets, and improve adhesion without damaging it. After this drying period, wipe away the excess solution with a moist cotton rag.

At this point you can seal the model aircraft kit with either a flat, semi-gloss or glossy varnish prior to weathering. It's the final clear coat that seals the decals and makes them appear like natural paint.

If this is your first time attempting this technique, I highly recommend that you practice using spare parts and decals before applying it to your built plastic model airplane. Enjoy the scale modeling technique.

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.