

Plane Talk



from The Saskatchewan Aviation Historical Society (SAHS)

HAPPY NEW YEAR!



The Society is applying to hold a Lottery!

After much deliberation, the Board and members have decided to go ahead with the **“Wings and Wheels” Lottery**. We have acquired a number of GREAT prizes and are limiting ticket sales to 10,000. We are looking at kicking off the ticket sales in the first part of April and the prize draw will take place at the Saskatchewan Aviation Council’s “Wings of Saskatchewan” Annual Convention in Saskatoon, Saskatchewan on October 27th.

Tickets will be \$50.00 each or 3 for \$100.00.

Once approved from the SGLA, watch our website at www.skahs.com for a list of prizes and lottery rules as well as Plane Talk for more upcoming information.

Annual General Meeting

The AGM was held on Saturday, January 16th and was well attended. For those that travelled from out of town on such a “warm” day, Thanks for coming. There was discussion on the museum plans as well as ongoing restoration of the CT-133 and the members wish to be allowed to polish it rather than making Tom paint it. It was decided that the members will attempt to polish it back to its high luster aluminum shine and that a “Polishing Party” would be organized in the later part of February for this. An e-mail will be sent out to members to find out who is interested in partaking in this job and to confirm the actual date.



Hi All,
Thank you again for following our column.

This occasion I wanted to write about a visit the Saskatoon Soaring Club paid to its brother to the north, the Price Albert Gliding and Soaring Club few weeks back before the snow fell. It is worth mentioning there are 3 soaring clubs in Saskatchewan: Regina Soaring Club, PA Gliding and Soaring Club and the Saskatoon Soaring Club.



Recently the Price Albert Gliding and Soaring Club extended an invitation to our club to fly with them for the day. We thought it would be great to take our two seater and some of our keenest members to fly over and do some visiting and training.

So, we first drove to our home airport at Cudworth. We loaded our Cessna 150 tow plane with equipment and 2 members and got ready our 2-seater also with 2 members on board. We took off and headed straight north the 25 Nautical Miles to Birch Hills Airport, where the PA Club is based at.

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New Pilots Corner brought to you by:



- Saqer Alamri-First Solo
- Dilan Fidyk-Private Flight Test
- Justin Jenkins-Private Licence
- Brady Tetzlaff-Commercial Written Exam



Geoff Barrie - Multi and IFR rides complete

Andrew Beck - 1st solo



Garrett Woytiuk - First Solo



Jason Stupak - First solo



On the way there, we flew over Wakaw lake and performed various exercises while in route. Such exercises included being towed on the high and low tow positions (where the glider is either above or below the tow plane's propeller wash), boxing the wake, dealing with slack on the rope, emergency land out procedures and field selection.



Once we had Birch Hill's airport on sight, the glider released from the tow plane and simulated an unplanned landing. It was great practice to stay sharp. After landing we met and greeted our hosts who had their 2 seater glider and winch ready to go.



It is worth mentioning that the PA boys own a magnificent machine, their winch is a V8 engine, a Ford Interceptor, that catapults their 2-seat glider to 2000+ Feet in 45 seconds !!!!! it is quite the ride!!!! (con't next page)

Pilot's Tip of the Week

Wake Turbulence On Takeoff featuring Bob Nardiello

Subscriber question:

"I fly out of a busy regional airport with a mix of small airplanes, corporate jets and airliners. I'm always concerned about wake turbulence when departing behind a jet. What can I do to avoid potential problems?" - Kenny C.



Bob:

"Vortices tend to move outward from the aircraft. So if you are behind a departing aircraft, the vortex from the right wing will tend to move to the right. The vortex from the left wing will tend to move to the left in no wind conditions.

If we have a crosswind, the wind will tend to influence the movement of the vortices. A crosswind of about 3 knots will hold the upwind vortex pretty much in place at the runway where it was created, while the downwind vortex will rapidly move away from the runway.

Crosswinds greater than approximately 5 knots will tend to break up the vortices. So stronger crosswinds are good things, as far as vortices are concerned. At least the way we look at it, from our perspective; we want the vortices to begin to break up and decay.

So light crosswinds require maximum caution, and I'm talking about a light crosswind of maybe 3 knots.

We need to note the point of rotation of the larger aircraft. That point of rotation is where the vortices will be developed. From that point on, there will be vortices off the wings of that departing aircraft. So it's important that your rotation point occurs prior to the rotation point of the preceding aircraft, because we do not want to be rotating in the vortices of the preceding aircraft. We need to do that prior to reaching the preceding aircraft's point of rotation.

You want to climb upwind of the departing aircraft for the same reason we talked about relative to the crosswinds' effect on the vortices. So if the crosswind will move the vortices to the left, our departure path should be to the right to avoid those vortices."

Their winch is much more powerful than our club's , so we definitely needed some practice supervised by our dear hosts before attempting any launch on our own.



All of us were winched up flying our hosts' Ka7 glider (with their instructors on board), and were treated to a thrilling experience. The landing was also very interesting as the PA club lands in the mowed area "before" the actual runway to stay away from the landing lights as the glider's wingspan does not give you much room for error before you hit one of them. So you can say every landing is a spot landing as their preferred landing area is not very long.



After few flights we were confident enough to launch our glider using their awesome winch: Like clockwork we reached almost 2,000ft in less than 1 minute. What a treat!!!

They also have a beautiful 1-seater Phoebus glider that we hope to see in the skies soon.





The Prairie Heritage Airshow Society held its members meeting on Tuesday, January 19, 2016 to start planning for their 2017 Air Show. If you are interested in getting involved, you can contact Real by e-mail; rddag@sasktel.net

Their next scheduled meeting is on Tuesday, February 2, 2016 at 7 PM at the Seniors Centre on 2nd Ave. West in Prince Albert.



Modeling101 - Vacuum-Formed Canopies

When you look at a warbird, especially with the canopy open, you will notice that the cross section of the glass or plexiglass is quite thin. A detail that reduces realism in scale plastic models is the out-of-scale thickness of the clear plastic parts especially in 1/48 and 1/72 scale kits. Back in the day, modelers used to painstakingly hone out (sand down from inside) and polish plastic canopies to give them a true-to-scale thickness. Fortunately for us today, we can usually find aftermarket vacuum-formed canopies to use with our kits.

To remove a vacuum-formed canopy from its backing, start by rough cutting away the backing with a sharp pair of scissors. Next, the same as scoring parts, use a loop of tape to secure the canopy to a cutting surface so that it doesn't move. With a new single edge razor, use a guillotine motion by first cutting with the far tip then lowering the edge down to cut away straight sections of the backing plastic. Test fit and make minor adjustment cuts as needed.

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At the end of the day, we said our goodbyes and parted ways with the promise to do that again in 2016 and hopefully the Regina boys will join too!

If you are interested on trying such experience, contact us: saskatoonsoaringclub@gmail.com

Thank you for your time and we'll see you next issue, Fernando Garza



We work hard to support all our members, and to support the growth and health of the provincial aviation industry. Today SAC is the province's single, most influential and effective voice in aviation. Join us, and take advantage of the many benefits SAC membership has to offer

Member Benefits

We work hard to support all our members, and to support the growth and health of the provincial aviation industry, a critical element in promoting the overall growth of the provincial economy as well. Airports and air services are often taken for granted, and we must not let that happen! Saskatchewan, more than many other areas, needs a powerful air industry to excel.

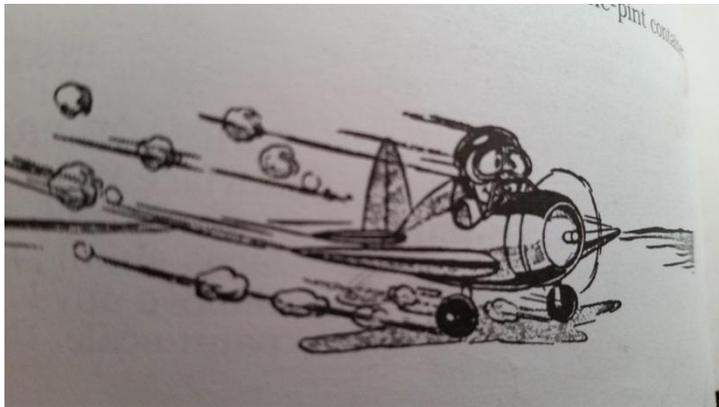
Update Your Contact Information

Have you changed your e-mail address, mailing address, or phone number? Email us at info@saskaviationcouncil.ca and we will update your contact information for you.

Modeling with the canopy in the open position makes it much easier to show the cockpit and instrument panel details (see accompanying P-40 image). To do this, you often need to separate the sliding hood from the forward windscreen. To make this separation cut, tape the canopy on its side with masking tape. Place the double edged razor blade as far into the canopy as possible while carefully lining up on the frame outline. Study historical photos to make sure that you are cutting to the correct side of the frame. Carefully make a guillotine-like cut starting with the far point inside the canopy. Repeat the cut on the opposite side. When both sides are cut, tape the canopy upside down and slide the single edged razor into the fresh cuts and precisely press straight down to make the final cut.

To glue the canopy in place, the two popular choices are white glue or super glue. I have not had good luck with super glue because its fumes have a tendency to frost or fog the clear canopy surface. I use white glue and after it dries, I carefully fill the bottom gap by pressing epoxy putty into it. When the putty dries, mask off the clear plastic part to protect it from scratching and carefully sand down to make a smooth seam between the canopy and the airframe. This results in an authentic-looking off-white seal.

The final step is painting the canopy. I use a couple of techniques depending on the complexity of the canopy framing. The first option is to cut thin strips of masking tape the width of the frame lines with a double edged razor. Carefully line the strips on top of the frame lines. Now mask off the remaining clear parts by putting the tape up to the edge of the clear strips. Remove the clear strips to expose the thin frame sections to be painted. The other painting option is to apply thin pre-painted strips of decal film. Paint clear decal film and cut thin, straight strips with a double edged razor.



FLYING

Five of the Coolest Aviation Jobs

Find out what cool aviation job opportunities are out there.
By Rob Finrock

Flying a commercial airliner from city to city may represent the pinnacle of many aviation careers, but a broad range of career opportunities exist throughout the aviation and aerospace sectors — including some that qualify for genuine "cool" status.

Experimental Test Pilot - Do you want to fly the latest and most advanced civilian or military aircraft? Since 1981, the not-for-profit National Test Pilot School (NTPS) has specialized in training pilots to meet professional flight test standards established in the U.S. and international aviation communities, with test pilot and flight-test engineer candidates often placed in military or civilian test and evaluation organizations shortly upon graduation. Although many test pilots come from the military ranks, anyone demonstrating the "right stuff" is encouraged to learn more about this highly sought-after career in aviation and aerospace.

Unmanned Aircraft System (UAS) Pilot - Not just for the military anymore, the growing use of unmanned aircraft systems has created significant demand for qualified candidates prepared to operate, observe, and administer operations in this exciting field. Since 2011, Embry-Riddle Aeronautical University (ERAU) offers a Bachelor Degree in UAS Sciences and flight training; salaries in the field may run as high as \$100,000 or more.

Flight Simulator Software Development – From recreational aviation to commercial airline training – and even spacecraft systems proficiency – flight-training devices (FTD) are now common throughout all segments of aviation. Today's most advanced Level D FTDs replicate the look, sound, and feel of actual aircraft flight decks to the degree that the FAA deems them acceptable alternatives to actual flight time for many training situations. Although most of these systems are used to replicate aircraft and helicopters, the sky is no longer the limit for this field: experienced software engineers are also in demand to assist with developing training systems for private space capsules too. (continued next page)



Canadian Coastal Virtual Airways

Hello and welcome to Canadian Coastal Virtual Airline. We are a regional VA with Hubs at coastal locations throughout North America, Europe, South America, the Caribbean and South East Asia. We support FS9, FSX and now X-Plane. We have a varied fleet of regional and commuter aircraft backed up by "long haul" B737's, B757's, B767's and A310's to accomplish the objectives of our clients.

Canadian Coastal, through a sponsorship program now supports the Mission Aviation Fellowship. Our pilots fly, our partners donate to help keep these aircraft in the air and on task. Fly as you please with Canadian Coastal. You can fly off line, online with FSCloud VATSIM or IVAO.

The only rule here is that you must fly at least one flight per month. Multiplayer group flights are held nearly every second week and we use FSCloud and our own dedicated Teamspeak server as well.

Sound like something you're interested in?

Join in and give us a try.

<http://www.canadiancoastalva.org/vam/index.php?lang=en>

Aerial Firefighting -



While fighting forest fires may come to mind upon hearing the term, in truth aerial firefighters combat fires not only in nature, but in the urban jungle as well. Pilots are not only needed to operate water tanker aircraft but also to deliver firefighting crews to the front lines of major conflagrations, and to fly forward observer missions ahead of "fire bombers." Operating in a dangerous environment under stressful conditions is a hallmark of this job, but the rewards go far beyond the financial payoff as your efforts directly contribute to the preservation of forests, property, and lives.

Bush Pilots - The prospect of flying small aircraft throughout "bush country" in Alaska and other remote locations around the globe not only offers a unique and challenging alternative to building time as a flight instructor but also an attractive career choice for pilots seeking a job closer to nature. Bush flying offers several opportunities for pilots looking for adventure, frequent missions in adverse conditions, and true "seat of the pants" flying — all surrounded by terrain and scenery most people will only experience through a postcard.

Drop us a line at info@skahs.com 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.