The “Skies are Alive” conference hosted by the Western Aerospace Alliance, Saskatchewan Aerial Applicators and the Saskatchewan Aviation Council was a huge success. Over two hundred delegates were educated and entertained with numerous presentations while also enjoying great food, great refreshments and great conversation. The diverse background of the participants melted away as we all watched that wonderful Snowbird presentation right after breakfast Thursday morning. What a way to start the day and the conference! I want to take this opportunity to once again thank all of our sponsors for their most generous contributions to this conference. And one more big thank-you to Marilyn and her team for keeping the conference running so smoothly.

As I write this on the morning of November 11th, I am thinking about Major McRury’s moving presentation on Maple Flag. Until watching and listening to the Major at the conference, I really never paid much attention to Maple Flag. It was a few weeks in the early summer of every year when we had to be very careful where we flew in parts of northern Saskatchewan and Alberta. There is this big chunk of special airspace up around Cold Lake where military jets practice and fly and they may be anywhere so “stay out” was really about all I thought of Maple Flag. Well, not so, anymore. I, and I suspect others who were Major McRury’s audience now realize just how big and just how important Maple Flag is to our Canadian military as well as to many other friendly military powers. Major McRury’s message is intense and powerful, so much so that I think he should be invited back to Saskatchewan again next year. But for the time being, believe me, Maple Flag deserves our utmost respect and understanding.

Sometime over the next few months I am looking forward to meeting with our new Minister of Highways and Transportation, whomever that may be. The SAC executive will be able and willing to talk about the importance of air transportation in Saskatchewan. The invitation is always open for other members to accompany us when we visit with the Minister.

I am anxiously awaiting news from Western Economic Diversification on our proposal for a province-wide study on air transportation issues as relates to airports, both northern provincially operated and larger southern community operated airports. As is usually the case, this is taking longer than anticipated but then I am rather impatient.

Winter is historically a time of a bit of a slowing-down for many of us in aviation in Saskatchewan. This year, I don’t think so. The winter will be very busy for all commercial operators. And, after many, many years general aviation is growing. Hangars are being built, satellite flying schools are happening, airplanes are being bought and sold. It’s just like the golden-olden days of the 1980’s when I first started operating Mitchinson’s. It’s so much fun, I love it!

And, oh, those SASKATCHEWAN ROUGHRIDERS, GREEN IS THE COLOUR, FOOTBALL IS THE GAME. WHAT A WIN!
Community Airport Partnership

Saskatchewan Highways and Transportation (DHT) recently developed a comprehensive transportation strategy called “Transportation for Economic Advantage” (TEA) which will guide the development of the transportation system over the next decade. The Community Airport Partnership (CAP) is an important component to TEA. Under the CAP program, DHT will cost share on a 50/50 basis with communities to rehabilitate existing airports in southern Saskatchewan which do not receive other government funding. For 2007-08, the DHT contribution is $500,000; with matching community contributions of $500,000, the CAP will generate $1,000,000 of funding for airports.

Highways and Transportation Minister Buckley Belanger announced the CAP program on July 3rd and the response to the program has far exceeded expectations. There were 18 applications submitted with total project costs well in excess of $2,000,000. In terms of process and how applications were approved or rejected, an independent technical Review Panel was established. The Review Panel, comprised of representatives from the Saskatchewan Aviation Council, operations specialists from the Regina and Saskatoon Airport Authorities, and DHT, reviewed the applications and provided recommendations to meet the department contribution of $500,000.

There were 12 successful applicants to receive funding for a variety of rehabilitation projects such as runway improvements and safety related lighting upgrades. The successful applicants included Moose Jaw, Swift Current, Yorkton, North Battleford, Assiniboia, Kindersley, Unity, Wynyard, Carlyle, Moosomin, Rosetown and Lucky Lake.

The level of interest demonstrated by communities willing to contribute a significant level of their own funds into airport infrastructure reinforces the success of this program. As well, some communities are in a long-term process to rehabilitate their airport which demonstrates the on-going demand for continuation of CAP.

Program and Application Guidelines for fiscal year 2008-2009 will be available in the fall of 2007. Interested applicants are encouraged to apply under the CAP program as airports in southern Saskatchewan are considered a vital component of the department’s comprehensive transportation strategy, TEA.

New Manager of Operations for Regina International Airport

Rick Proulx is the newest member of the Regina Airport Authority (RAA) team. He joined the RAA as the Manager Airport Operations in August 07.

Rick brings 30 years of airport operational experience to the RAA team including prior assignments as the Director of Operations with the Moncton Airport and most recently as Airport Manager in North Bay, Ontario, where he also served as President of the Airport Managers Conference of Ontario during 2005 and 2006.

Rick began his airport career as an electrician with the Yellowknife Airport in 1978 and worked out of Transport Canada’s airport operation’s office during the period 1983 through 1994. With family and friends throughout Western Canada, Rick is pleased to be “coming home” and looking forward to future Rider/Eskimo football games.

SPECIAL NOTE ON NEWSLETTER DELIVERY

The SAC Newsletter is published 3-4 times per year and is available to all SAC members. Starting in January 2008, this publication will be posted to the SAC website, and the link emailed to all members.

If you do NOT wish to be emailed, but would like to have a hard copy of the newsletter mailed to you, please contact Marilyn at info@saskaviationcouncil.ca or (306) 931-6118.

DO YOU HAVE AN UPCOMING EVENT?
Let us know, and we’ll be happy to help get the word out!

Contact Marilyn with details for the next newsletter or to list your event on the SAC website!
Phone (306) 931-6118    Fax (306) 931-6123
Email: info@saskaviationcouncil.ca

Water Bomber Loading Docks at Both Saskatoon & Regina Airports

Saskatoon Airport Authority has provided the Saskatchewan Environment Convair 580 Water Bombers with a water loading point at the airport. A hose connection has been facilitated at the Airport Fire Hall with sufficient hose to reach Taxiway B. Airport firefighters were trained on loading procedures in May.

Similar arrangements have been made at the Regina Airport, giving a 30-minute response coverage for most of southern Saskatchewan.
The Tisdale Aviation Association had a very successful day flying Young Eagles in April. The final total was 66 kids flown. All operations were safe and effective. Our short rain delay turned out well as the skies opened up to produce a whole lot of grins. A big thanks to our pilots Jim Barlow, Dave Walker, Rollis Gronvold, Bill Cockwell and Dave Law. Also a big thank you to Fred Fedosoff our photographer and our hard working ground crew Ralph, Cory, Wes, Michelle, Darryl, Mark, Bruce, Katherine, Marlyn and Charles. It was the team effort that produced a great safe day of fun flying. Also thanks to the Air Cadets for their refreshments. They were timely and appreciated.

There were 18 aircraft that flew in from all over Sask. and Manitoba. The longest flight in was an ultra light from Saskatoon that took three and a half hours(it's a two hour drive!). An east wind will do that. I'm sure he went home quickly. The coolest aircraft was the Air Force Harvard 2 from Moose Jaw, VNE 320 Knots

Thanks to everyone who participated - it was a real team effort. A special thanks to Ralph Peterson for the use of his hanger, his lawn mowing and hard work.

The highway sign pictured below was towed by Jim Barlow and his Quad as the Tisdale Aviation Association’s float in the Motor Madness Parade on Saturday, June 9th.
The Aug. 18th & 19th, 2007 Cameco Canada Remembers International Air Show ended up being one of the most challenging years ever. Since it’s inception in 1995, the nation’s largest annual Tribute to Veterans has only endured one cancellation day due to weather … but nature hit the 13th annual event with a vengeance this August!!

Massive, back-to-back, record rain and windstorms pummeled the show site throughout Friday night and again on Saturday night with even more force. Leading into the weekend, staff and volunteers had the show site ready to go with aircraft in position, tents, displays and all other amenities set up and waiting for the crowd. After Friday night’s storm dozens of areas required fast action to get the site ready for the gates to open Saturday morning; loads of wood-chips for more seriously flooded spots, power cables needed to re-checked or moved, tents repaired among other things.

In spite of the wet grounds and cool weather, approximately 9,000 people came to salute our Veterans and enjoy a full day of exciting demonstrations by the CF-18 Hornet, a Jet “Spaceship Vehicle”, John Mohr’s Stearman acrobatics, Kent Pietsch’s Comedy & Deadstick act, up and comer Pete McLeod’s fast & furious aerobatics, the Snowbirds and more. The Sky Hawks Parachute Team were the only ones who could not perform as the wind was still too strong. All in all, it was a decent day with hundreds of Veterans attending, many from the far coastlines of Canada and points in between.

Then came Saturday night’s storm.

High winds and driving rain demolished much of the site, snapping tent poles like toothpicks, virtually flooding the entire grounds making much of the necessary amenities inaccessible. More than ankle-deep water and impassable mud barriers made emergency vehicle access to the show box area impossible … meaning a potential show accident would be unreachable. Hence, the decision to cancel was
made due to the overall safety issues for patrons and performers.

While extensive losses in 2007 will certainly have an impact on the future of this national award-winning attraction, scheduled runway construction at John G. Diefenbaker Airport in 2008 will allow organizers with a year off to try and re-group for a return in 2009.

On behalf of all participating Veterans Organizations, the Cameco Canada Remembers Air Show gratefully acknowledges the Saskatoon Airport Authority management and staff for their support, the aviation community for their annual assistance and participation … the sponsors and community partners for their much needed and appreciated involvement – and the hundreds of volunteers for their never-faltering desire to help out.

Please be assured, our Veterans appreciate everyone’s efforts. It won’t be long before our WWII and Korea War Veterans will not be here in person to allow us the privilege to say “thanks” … proudly and publicly at the Canada Remembers Int. Air Show.

Lest We Forget.
General Overview of the 2007 Fire Season

Submitted by Denis Renaud
Director, Aviation Operations

The above-average temperatures recorded across the whole of the province during the first half of the fire season pointed towards an active fire season; however, timely heavy precipitation minimized fire starts and modified fire behaviour on fires that did occur. The total number of fires to date is 364, which burned a total of 212,875 hectares.

No evacuations were required in 2007.

Unseasonably cool weather was recorded during the month of August bringing fire danger levels low-to-moderate for all areas, except for Cypress Hills, which remained high to extreme, allowing for the opportunity to export Type 1 personnel and equipment to other jurisdictions.

Under the Northwest Compact – (11 personnel) – 10 Type I Crew Members and 1 Agency Representative were exported to Kalispell, Montana. This export was historical in nature – Saskatchewan signed on as a member of the Northwest Compact (Northwest Compact consist of Alaska, Montana, Idaho, Washington and Oregon plus BC, AB, YK, Nunavut and SK, all with the common goal of sharing fire fighting resources) in the Spring of 2007 and thus this group of personnel was the first Saskatchewan Environment personnel to be mobilized under this agreement.

Under CIFFC (Canadian Interagency Forest Fire Centre) – (62 personnel) – 59 Type I Crew Members and 3 Agency Representatives were exported to Missoula, Montana during the first half of August.

Various equipment, such as pumps and hoses, were exported to areas such as Quebec, British Columbia and Idaho this summer.

Aviation - In regards to long-term contract aircraft we had: six medium helicopters; three high-wing, light twin-engine detection aircraft and one Beaver floatplane, along with various short term helicopters and fixed-wing aircraft.

Although at times the supply of helicopters nationally was slim, Saskatchewan was able to hire adequate aircraft when needed. If the need had even been moderate, then there would have been a supply problem with medium helicopters.

This was the last year for the 3 detection aircraft, and 3 of the 6 medium helicopters. Tendering for the long term aviation services will occur in the spring of 2008.

Saskatchewan’s Air Tankers (Northern Air Operations) use reflected the slow season with approximately 1,600 hours on the fleet aircraft that usually average 3,500 hours. 502,106 litres of retardant, 6,516,716 litres of foam and 1,465,512 litres of water were dropped on fires by Saskatchewan Tankers. Although Air Tankers have seen less usage in 2007 than on an average year, the fires fought were often quite a distance away, such as Fond-Du-Lac, Black Lake, Stony Rapids, Wollaston Lake as well as quick strikes well into MB and AB. These long distance fires are where the CV 580A aircraft with speeds of 260 knots and 1,750 gallons of retardant works exceptionally well.
In the spring of 2007 Northern Air Operations (NAO) received CV 580A Tankers 473 & 474 and now have 3 CV 580A’s on-line, and the 4th expected in the spring of 2008. NAO also attained authorization from Transport Canada and the FAA to work in the USA as needed under NAFTA and this integrates our aviation services with ground fire fighting operation and meets our commitment under the Northwest Compact and CAN/USA agreements.

New for 2007 is the expansion of capacity by working with the Saskatoon and Regina Airports to have them provide reloads of water (effective on light fuel types) as needed for our CV 580A’s. The Regina and Saskatoon Airports were chosen because of their central location (including being a potential staging area for quick strikes into the United States), infrastructure (on-airport high volume water reload capability fuel, maintenance, mules and airside surfaces have the strength to support the aircraft), and the professional airport fire fighters that are familiar working around aircraft. Both airports have been excellent to work with!

As another season draws to a close, SE, Fire Management Forest Protection Branch, Aviation Operations, thanks everyone in the aviation industry for the safe and efficient services they have provided the fire program again this year.

The Saskatchewan Aviation Family Has Lost Another Member....

Paul Klatik, a long-time supporter of Aviation and the Tisdale Aviation Association/ COPA Flt #93, passed away suddenly on Monday, November 5, 2007. Paul loved flying and in recent years enthusiastically supported the Young Eagles and the Fly-In breakfast. He learned to fly in Inuvik and later owned an Aeronca Chief that was regularly seen between Tisdale and Hudson Bay.

The funeral for Paul was held on Friday, November 9th, 2007 in Tisdale.

The SAC would like to extend sympathies to the family and friends of Paul – he will be missed.

New Website Dedicated to Aviation Stories!

The media company dnCLIX Media Group has developed and recently launched an aviation story sharing website called “The Paperjet lounge” at www.paperjet.ca. Their goal with this site is to collect the largest database of aviation stories in Canada and hopefully one day, in the world.

They have already posted a notice congratulating Cliff, Jim and Mel – the 2007 SAC Distinguished Airmen Award recipients!

They also plan to work with the newly-formed Saskatchewan Aviation Historical Society, and possibly provide some of their collected and authenticated stories for SAHS use as well. They hope to someday publish a book on the greatest stories collected!

Check out their website, and if you have a story to tell, make sure to submit it and be recorded for history!
2007 WAA / Wings of Saskatchewan Conference Report

Collaboration report from various attendees; edited by Marilyn Grose, SAC Newsletter Editor

The 2007 Conference was held at the Saskatoon Inn in Saskatoon on October 24-26, 2007. Judging from all the comments received, this year’s conference was a huge success! The conference committee had a huge task, in trying to jointly host both the Western Aerospace Alliance and the Wings of Saskatchewan annual conference in one venue. The objectives of sharing synergy and celebrating our similarities, while exploring our differences were met, and exceeded, in many ways! Bringing the aerospace association of the four western provinces (WAA), the Saskatchewan Aviation Council, and the Saskatchewan Aerial Applicators Association under one roof proved to be exciting, educational, and a whole lot of fun!

The ‘Aerospace’ Perspective

Written by Colleen Mackenzie of Saskatchewan Industry & Resource and Terry Rohrke of SED Systems

No other time in recent history is there so much opportunity in aerospace and defence. Government spending to ensure Canada’s troops are properly equipped to defend our country is at a high. The extent of this was presented by Jake Jacobson, Chief of Staff, Materiels Group, Department of National Defence, during the opening morning of the conference. Jake outlined the programs currently under contract and those expected in the near future for land, sea, and air. Programs of considerable interest to our Saskatchewan industry include the Chinook helicopter, C17 strategic lift aircraft, C130 Hercules tactical lift aircraft, joint support ships, and medium support vehicle program. These programs are moving forward and our companies are making their interests known to the prime contractors. The majority of the Defence programs fit within the Canada First Industrial and Regional Benefit (IRB) Procurement Policy which requires the winning contractor to spend the equivalent to the contract price on aerospace and cutting edge research, manufacturing, and training in Canada. This policy provides the incentive for the international primes to work with companies and educational institutions across the country.

With that in mind, one of the goals of the WAA/Wings of Saskatchewan conference was to showcase Saskatchewan industry to the world. Terry Rohrke of SED Systems, representing Saskatchewan Aerospace and Defence Inc., outlined the opportunities in Saskatchewan – our companies, educational institutions, and research facilities. Stu McIntosh, NATO Flying Training in Canada (NFTC), and Capt. Ian James, Canadian Forces Snowbirds, thrilled the audience with the video displays and presentations of Canada’s Snowbirds and the NFTC training facility in Moose Jaw. Some delegates may have been surprised at the depth of capabilities and extent of aerospace and defence work currently in the province.

After hearing these three presentations, visiting the trade show booths, and networking with our companies, the delegates took away a greater perspective on what Saskatchewan can do.

SED tour with Terry Rohrke as ‘tour guide’

We learned more about IRB opportunities from a panel of industry leaders from Industry Canada (John McInnis), Boeing (Roger Schallom), Lockheed Martin (Ricardo Martinez) and Rockwell Collins (Kevin Conley). John provided an overview of the IRB policy that Industry Canada administers and the range of programs currently with IRB requirements. Each of the 3 companies outlined the programs they are currently under contract with to our Department of National Defence and what they are looking for from suppliers. To bring this discussion home, representatives from Saskatchewan based Dumur Industries (Paul Omilon), SED Systems (Terry Rohrke), and Saskatchewan Indian Institute of Technologies (Penny Leach) offered their perspectives on how to build relationships with the international companies and how the IRB policy has helped them to grow their operations.

Visioning beyond our borders was a common theme to our event. Peter Hoffman, Director, Global Research and Development Strategy, The Boeing Company, spoke on how the leading aircraft manufacturer in the world’s challenge to build bigger, lighter, more efficient aircraft requires collaboration with industry and R&D facilities worldwide. While in Saskatoon, Peter had the opportunity to tour our Canadian Light Source Synchrotron and meet with the scientists researching new
coatings, lubricants, corrosion testing, and micro-electrical mechanical devices. Very highly technical work in our province – for leading edge sectors like aerospace.

A new class of jet fighter, the Joint Strike Fighter program, also brought an international perspective to the conference. Canada is a partner in the research and development of this new aircraft designed by the Lockheed Martin consortium. Delegates heard from Guillaume Belisle of Industry Canada and Keith Knotts of Lockheed Martin as to the status of the program and how Canadian companies can find opportunities to work on this exciting undertaking.

In order to take advantage of the many opportunities in this area, Jerry Haley of the Small and Medium Sized Enterprises Office of Public Works and Government Services Canada offered information on that department’s procurement role. Kim McGuire of the Information and Technology Office of Industry Canada outlined the new Strategy for Aerospace and Defence and the funding offered by that program. In terms of doing business with the US government, Trip Mackintosh, Holland & Hart LLP, and Judy Bradt, Summit Insight, provided advice on ITARS regulations and other challenges.

Finally, the conference provided an opportunity for the four western provincial aerospace and defence associations to meet and exchange information on what they are doing in their respective provinces. Training to meet the industry’s labour needs is a major focus for all four provinces.

In summary, the 2007 WAA/Wings of Saskatchewan conference was a great success. Appreciation goes to the organizing committee, sponsors, trade show participants, guest speakers, and all the delegates who travelled from far and close to home to learn more about Saskatchewan and Western Canada. We couldn’t have done it without you.

The ‘Aviation’ Perspective

With submissions by:
Trent and Paula Jane Remlinger of Mitchinson Flying Service
Marc DeGirolamo of the Recreational Aircraft Association
Michael Yaholnitsky of Miecar Ent. Ltd.

Every pilot is experienced with touch and go landings, but not many are as pleasurable as the Touch ‘N Go Buffet provided at the Wednesday night reception of the recent Wings of Saskatchewan “The Skies are Alive” Conference, October 24-26 at the Saskatoon Inn. After touring the tradeshow booths offering information on everything from engines to props, conference attendees were treated to a multi-station feast where people were encouraged to move from one area to another while sampling various foods. Selections included cold meats, cheeses, and vegetables; assorted hot and cold hors d’oeuvres; shrimp—both cold and freshly sautéed; and carved roast beef sandwiches. The centerpiece was an elegant chocolate dessert buffet featuring various cakes and squares, as well as a chocolate fountain accompanied by an assortment of things to dip.

Prior to this wonderful Touch ‘n Go Buffet evening, many delegates attended the tours arranged of the Canadian Light Synchrotron and SED Systems. With a Wine ‘n Cheese Reception between the tour of each location, the delegates found this to be a delightful and educational afternoon.

During Thursday, there were a wide variety of sessions to choose from concurrent with the aerospace sessions. Kate Fletcher gave a brief presentations on some of the changes happening at Transport Canada and how those changes will affect each of us; of course, the SAC and the SAAA held their Annual General Meetings, and then there were several other ‘special’ programs going on as well: the SAAA Credit Sessions and, new this year, a series of sessions specifically for general aviation.

The GA program consisted of 3 different sessions – ‘Owner Maintenance’ with Ron Thomson from Transport Canada, ‘Electrical Systems for Dummies’ with Doug Tomlinson from Central Aircraft Maintenance, and ‘Avionics in Your Airplane’ again with Doug Tomlinson from Central Aircraft Maintenance.

Article and pictures continued on next page ...
Many of the small private aircraft that many of the general aviation folks fly today are more than 40 years old and are truly classics and as such it takes more effort to keep them flying. Many of the companies which built those aircraft are no longer in business or no longer supply parts for them. In order to keep these aircraft flying a category called “Owner Maintenance” was created which provides the owner some latitude in buying or building parts in order to keep his airplane flying. Mr. Thomson’s presentation gave the audience a very good insight into:

- Which airplanes qualify to be put in the Owner Maintained category
- How the owner goes about doing the paperwork required by Transport Canada
- What is required of the owner in respect to yearly annual inspections.
- What the restrictions are for the Owner Maintenance category.

All of the airplanes we fly today require that we understand the concepts of their Electrical and Avionics systems in order to troubleshoot any problems which may appear during a flight. Mr. Tomlinson’s presentations took the audience through an aircraft’s basic electrical system. It was quite interactive with the attendees participating in some real-time troubleshooting problems using a computer model of an aircraft electrical system. The Avionics portion of the seminar talked about the aircraft audio panel and what it is designed and/or what it is not designed to do and how our headsets and radios tie into this system.

The SAAA Credit Sessions went over well. There was a total of 3 credit sessions offered this year: one on ‘Environment’ with Allan Bakke from Saskatchewan Agriculture and Food; one on ‘Human Health’ with Krista Bakke giving a presentation covering Choice Theory; and the last session was on ‘Emergency Response’ with Becky Trew, a First Aid and CPR Instructor, certified through St. John Ambulance. There were around 18 attendees for all 3 sessions and the topics and presentations were very well received. The only concern that came up was that the Credit session attendees had no time to take in other sessions offered through the day!

The Thursday luncheon was a highlight of the conference this year, with the keynote address from Peter Hoffman, greetings from Mayor Don Atchison, and the SAC Industry Service Award presentation.

The Thursday evening program included a champagne reception prior to the evening banquet that featured a prime rib of bison as the entrée. The banquet honored three pioneers in the Saskatchewan helicopter industry: Cliff Thompson, Jim Munro and Mel Troniak were each presented with a Distinguished Airmen Award from the SAC to commemorate his contribution to the Saskatchewan helicopter industry.

Throughout the evening, delegates enjoyed various program items, such as a short tribute film featuring the Snowbirds, special presentations from the SAAA to Lancaster Fuels and the Shell Aerocentre for their help over the past year, and as well, participants were treated a short film, “Fighter Pilot: Operation Red Flag,” originally released for the IMAX in 2004. The film showcased the experiences of one pilot during simulated combat training in the United States. Participants were invited to continue socializing in the comfort of the Canadian Room where anyone who wasn’t full from supper could find more hot snacks available!

The program for Friday was more geared towards the aerospace sessions, but we found that many of the aviation delegates stayed right through to Friday lunch and enjoyed these sessions. Firstly there were several reports given from each of the aerospace association in the 4 prairie provinces – it was very interesting to hear how vibrant the aerospace industry really is in our part of the country! Then followed two sessions; “How to Win US Government Contracts Without going to Jail” with Judy Bradt from Summit Insight and Trip mackintosh from Holland & Hart LLP; and ‘Strategic Aerospace & Defence Initiative’ with Kim McGuire from the Industrial Technologies Office – both very informative sessions.

Overall, the conference was packed with information and education, and congratulations must be given to the conference organizers for making sure everyone was entertained and well-fed throughout the conference!
We look forward to next year’s conference to be held at the Delta Hotel in Regina on **November 12-14, 2008.**

Mark your calendars NOW – you will want to be in Regina those days!

**SAC 2007 Industry Service Award**

The SAC also presented ONE Industry Service Award this year – to Don Bradshaw for his many years of service to the aviation industry through his work with Transport Canada.

We also wish him much success as he now moves over to the Saskatchewan Indian Institute of Technologies to work on the AME program.
SAC 2007 Distinguished Airmen Awards

The Saskatchewan Aviation Council presented THREE Distinguished Airmen Awards on October 25, 2007. All three were presented to pioneers of the helicopter industry who started their careers when helicopters came to Saskatchewan in the 1960’s and their careers continued in Saskatchewan until their retirements.

Cliff Thompson started his career in Regina in the mid 1950’s. He worked for McPhail Air Services, Athabasca Airways, Nahanni Helicopters and Union Helicopters. He retired as Athabasca’s helicopter Operations Manager & Chief Pilot after a 45-year flying career and accumulating 23,000 hours.

Jim Munro’s early career combined; flying with Athabasca Airways, being a flight instructor, a government bird-dog pilot, a pilot for the smokejumpers and an aviation maintenance engineer. He went on to work for Liftair Helicopters and SERM as the FMFP Aviation Coordinator. In 1991 he was awarded Transport Canada’s National Aviation Safety Award.

Mel Troniak started his flying career with Athabasca Airways in 1966 and after having been trained as a helicopter pilot by Jim Munro, worked for Norcanair and Shirley helicopters. In 1882 he co-founded Star Helicopters of Pierceland and ran that until his recent retirement in 2003.

These gentlemen have flown Saskatchewan government staff to all corners of the province, for every conceivable purpose and done so with professionalism & heartfelt concern for their passengers. Congratulations to them all!!

2007 Scholarship Winners Announced at the Conference

Each year, two scholarships are presented from the Dennis O’Brien/John Iverson Scholarship Fund, administrated by the Saskatchewan Aviation Council. One scholarship is for a Commercial Pilot in training, the other for an Aircraft Maintenance Engineer in training.

At the 2007 WAA/Wings of Saskatchewan Conference it was announced that this year recipients were:

Tyler Hrebenik for the Aircraft Maintenance Engineer in Training, and
Christopher Penner for the Commercial Pilot in Training

Congratulations to them both, and we will them all the best in their aviation careers!
The 2007 WAA/Wings of Saskatchewan Conference & Tradeshow was a huge success, due largely to the wonderful support received from the aerospace and aviation industry!

We say “THANK YOU” to all of the following...

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West Wind Aviation
A Career Milestone for Many Young Pilots

November 30th, 2007, marked an occasion for many young people in the Saskatchewan aviation industry – it was the evening for the Grad Banquet of the 2007 class of the SAC/SIAST Commercial Pilot Program!

A wonderful evening and meal at the Faculty Club of the University of Saskatchewan was a great way to honour these students, and to encourage them as they move into careers in aviation – hopefully all right here in Saskatchewan!

There were a few special awards presented that night as well. Jim Glass of Transwest Air was in attendance to present the Transwest Air Scholarship of $1,000 to Andy Halvorson.

Bill Nicholson from the Potash Corporation of Saskatchewan presented the PotashCorp Spirit of Aviation award to Derek Ford. Bill commented, “That ‘spirit’ includes intelligence, leadership, honesty, loyalty, and a determination to succeed. This year’s winner of the PotashCorp Spirit of Aviation award possesses all of these attributes.”

Ed Jordan himself was in Hawaii, we were told, so he recruited Jonathan Kirzinger of West Wind-Pronto to award the Ed Jordan West Wind award to Josh Lepp. The Ed Jordan Award criteria is based on attitude, quality of work, leadership and initiative, ethical behaviour, personal image and communications skills.

Jonathan also gave the graduating students good advice about being a commercial pilot:

Today marks the end of your time in school and the beginning of your careers as commercial pilots. But what does it mean to be a commercial pilot? I was reading a magazine and came across a few definitions from fellow pilots. One gentleman says don’t take yourself too seriously, and purge any sense of invincibility. Another says you must be tenacious. For myself, being a commercial pilot means listening and learning from those around me. You’ll quickly find everyone is always willing to give you their opinion, but it is up to you to decide what advice to adhere to. I have been fortunate to be able to learn from Ed Jordan. His calm nature and willingness to help other pilots succeed has had a profound effect on me. He has taught me that the most successful pilots are the ones who possess a willingness to serve others. Providing a safe, comfortable flight is only part of the job. The ability to communicate effectively with passengers and co-workers in a professional and courteous manner is crucial. It is also important to remember where you came from, the day will come where you have your path figured out and have accomplished many things that now seem out of reach. Remember there will always be brand new commercial pilots in search of direction and they will be looking to you for guidance. Now is the time for you to decide what being a commercial pilot means. The Ed Jordan award outlines qualities that he believes define a well-rounded commercial pilot.

The last presentation was to Don Macpherson, Program Head, with a gift from the class. And then the evening program concluded with, of course, Don playing the bagpipes!

Check out our website!

www.saskaviationcouncil.ca

We are still working on many great ideas to make this website the most informative aviation link in Saskatchewan - we would LOVE to hear your ideas! Visit the website and email us your comments!

Email the office at info@saskaviationcouncil.ca OR call us at (306) 664-2376.
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Saskatchewan Air Facilities Maps Still Available!

If you would like a copy of this new map, please contact the Saskatchewan Aviation Council by calling (306) 664-2376 or email them at info@saskaviationcouncil.ca. You can view the map on the website of the SAC at www.saskaviationcouncil.ca.

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