

Bay 5 Hangar 5
Diefenbaker International Airport
Saskatoon, SK. S7L 5X4
306 651-7247
E-mail: info@skahs.com
Website: www.skahs.com

Plane Talk

Saskatchewan Aviation Historical Society

Vol. 2 Issue 1 January 2015



By Fernando Garza

Gliders offer a great span of fun things to do. Soaring using thermals is the most common, but other sources of lift can be used.

In ridge soaring, gliders fly back and forth utilizing heat and winds to accomplish ridge runs.

Another source of lift is the ever elusive wave. The wave allows gliders to fly at high altitude and long distances. Flights long in duration and distance are sought by pilots, instructors and students.

One of the best places to catch the wave is in Cowley, Alta., just over the Livingston Range. Gorgeous.

Saskatoon Soaring Club members often make the trip to Cowley to enjoy this amazing phenomenon during summer and fall.



At the Saskatoon Club we utilize thermals as our source of lift. The best months to catch big thermals are May and June.

In thermalling to 10,000 feet, one obtains great satisfaction using skills to ride a thermal and enjoying the view.

Advanced pilots hop from thermal to thermal, exchanging height for distance. When these pilots venture far enough that the glider cannot come back to the field on a glide, it becomes cross-country soaring. A glider pilot uses her/his knowledge of possible sources of lift to make it back to the airport.

Other glider pilots prefer to perform acrobatics, including inverted flat spins, outside loops and all kinds of cranium shakers.

Although acrobatic flying is not part of the Saskatoon Soaring Club umbrella, acrobatic gliding happens in Canada. Have you heard of Canada's Manfred Radius? If not, Google him.

Check out world champion Luca Bertossio of Italy on youtube.

[youtube.com/watch?v=_zdOfhpe6rQ](https://www.youtube.com/watch?v=_zdOfhpe6rQ)

Crazy, wacky doodle.





Reach for the sky

—Colin Kunkel Kestrel Aviation Images

Work continues on Chipmunk CF-OBB. Fuel tanks were filled and checked for leaks. Thankfully none were found.

With cockpit instrumentation installed, CF-OBB was rolled outside to fire up the engine and bring the Chipmunk back to life.

As with any restoration, nothing works

right the first try. After some sputtering starts, the engine cranked over. A few run-ups were done.

The aircraft was rolled back into the hangar. Fine tuning is still needed as the engine is running rich.

We'll iron out the kinks and have the Chipmunk purring like a kitten.

Learning experience

Work is moving along on the little 1942 J3 Piper Cub.

Painting has been completed.

The Piper was moved to SIIT for final reconstruction. It is being put together by the students under the watchful eye of instructor Doug Tomlinson.

Doug says it is going well and the students are gaining valuable experience in working on an older aircraft. Rigging, mechanics and setup are all different than the newer aircraft. They seem to enjoy working on it.

Watch for more to come.



—Photo by Tim Munro

Modelling 101

Dry brushing the cockpit

By ModelAces.com

Among the many painting techniques, dry brushing is a great method for creating a realistic scale model airplane. This is especially true for the cockpit as it brings out detail that might otherwise go unnoticed.

You need paint and a good quality paintbrush. I dry brush almost all the plastic model cockpits using flat white, light gray and/or silver in enamel.



Dry brush sample, before and after

Dip your brush into the bottle and then remove about 95 per cent of the paint using tissue. You may choose to wipe off any excess paint by brushing over a scrap piece of paper.

Careful

If you apply too much paint to the scale model airplane, the entire cockpit area may have to be re-painted to the original colour. The idea is to have a minimal amount of paint on the brush, in other words a dry brush.

Apply the paint using a back and forth motion and with minimal brush pressure. Concentrate on areas of the scale model airplane that you believe are most adequate. This may include the instrumental panels, sidewalls, levers, buttons and surface edges. The idea is to graze the plastic model surface with your brush so only raised areas catch the paint. Like many other painting techniques this requires a lot of time and patience. Your goal is to add depth around dark areas of the cockpit as well as the raised details of the surfaces.

Practise these steps and enjoy the effects.



Looking forward

Thank you to everyone who purchased one of these limited, first edition calendars. Due to the overwhelming demand, we are sold out of the 2015 calendar.

If you are interested in pre-ordering a 2016 calendar, send us an e-mail. We can get you on the list.

info@skahs.com

FAMOUS FACES IN THE AVIATION HALL OF FAME.



PIERRE LEMONT
1887 - 1929
PIONEERED THE
INSIDE LOOP



ERNST MÜLLER
1918 - 1944
MASTERED THE
OUTSIDE LOOP



BOB
1946 -
PERFECTED
THE GROUND LOOP

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.

P.A. Air Show on horizon

Canadian Snowbirds feature performer at event July 14-16

*Interview by Jodi Schellenberg
The Prince Albert Daily Herald*

The Prairie Heritage Airshow Society will play host to an air show at the Prince Albert Municipal Airport from July 14-16. Planning for the event has been ongoing for months.

“We are working on cleaning up our budgets and of course looking for volunteers and financial support from businesses,” said society president Real Dagenais.

Dagenais said there is a reason the society doesn’t have an air show every year.

“Our belief is having them on an annual basis people tend to get tired of it in some cases,” he said. “We try to break it up and do something every two years or every three. Right now we are doing every two years. It’s a little better.

“We try to do something in between. In 2013 we did the B-17 Bomber and that was to keep the interest of the public; keep everybody’s interest.

“People like airplanes.”

They especially like heritage air

-craft such as planes from the Second World War.

“The B-17 is coming back from Arizona and will be here,” he said. “As far as I know they are also bringing a B-25 Bomber. They will be bringing in two aircraft. They will be doing flights again and static display.

“B-17 Bombers were large squadrons that flew over Europe in World War Two and did a lot of the main bombing,

“Our big day will be on Wednesday, July 15 when of course we have our very own Snowbirds here in Saskatchewan. We will have them here in P.A. They will be doing a performance and some static.”

Dagenais is excited for the air show in Prince Albert.

“Just to get to deal with the aircraft and I get to deal with the crews and

the crew members,” he said. “Then the look on the public’s faces when they are in there looking at the stuff.”

You can help the show

A lot of work goes into planning a large event. The Prairie Heritage Airshow Society is looking for help. A public meeting was held one evening this month at the Seniors Centre near the Margo Fournier Centre for volunteers and anybody who wants to join the association.

“Anyone who wants to be a member can,” Dagenais said. “It is \$20 a year, so it is not much.

“We get help from Tourism (and Marketing). We get help from other aspects of the city. It is good because we pull everybody together and pull this show for the province.”

Dagenais said they will start meeting weekly until July.

“Now that we’ve had some confirmation on which aircraft are showing up, more will probably want to get involved and we will get requests from other groups.”



Radio Control Club takes winter escape

*Submitted by Brian Korchinski
HCRCC President*

The Hub City Radio Control Club (HCRCC) got together twice during the Christmas break.

On Jan. 1, we gathered at the club field for the annual Bring in the New Year on Skis event. It was overcast and snowing, but we were blessed with -3C temperatures and very little wind.



The event had a festive atmosphere as members got together to fly and wish each other a Happy New Year.

We gathered again on Jan. 3 for an indoor fun fly event at the Ramada Golf Dome. The temperature outside was a chilly -28C, but the event was well attended. The fun fly gave members the opportunity to fly — and crash — their many new Christmas toys.



Greg gets ready for a flight with his combat SPAD



Cam with his new B-17



Indoor flightline at Ramada Golf Dome

Mike (left) runs the OS 52 4-stroke in his Tucano with an assist from Ron



Neil flying with son Connor