



# News from the Council

A Publication for Saskatchewan Aviation Council

June 2007



## From the Desk of the President - Janet Keim

A day made for flying; we've had a few this summer already-clear blue sky, light winds, no bumps. I managed to sneak out of the office and go for a short 2 hour flight with my daughter a few weeks ago. We took a Cessna 172RG and flew from Saskatoon to east of Prince Albert where the North and South Saskatchewan Rivers meet and then over to Melfort for a quick touch and go and then home. I enjoyed that little trip immensely. There is just so much to see from the air. First of all, there *really* is a lot of water around. Second, you *really* do get a good look at the lay of the land from an airplane. My daughter is studying geology at the U of S and I received a first year student's lecture on the

geology of the forks of the rivers. I actually learned something.

For many of us we fly airplanes because that is our job and we tend to forget how privileged we are to be able to fly for a living. And, it seems that the bigger the airplane, the more we see flying as "just as job". For those pilots who have lost the spirit of flying, try to get it back by doing some real "down to earth" flying. I know a West Jet pilot who takes June off to go back to flying an Otter on floats. Another West Jet pilot who has a helicopter license has just started doing traffic patrol over Calgary. An Air Canada pilot I know well is in the air force reserves and thoroughly enjoys a very different type of flying there. For

these young men, flying is much more than a job.

For those of you who aren't employed as commercial pilots, try to take a trip or two around our marvelous province this summer. There is so much to look at. Take out a Saskatchewan Air Facilities Map and fly to one of the four corners of the province or go up the middle and cut across to one side. Our countryside from the great northern forests and lakes to over the prairie fields to Cypress Hills is all worth looking at from the air. If you really want to have fun and at the same time spread the word about how great flying really is, take along someone who has very little or no flying time.

*Flying beats golfing any day.*

### Things to look for in this issue:

- ★ Coming Events
- ★ Community Airport Partnership (CAP) Details
- ★ Strategic Planning Update for Northern Airports
- ★ Construction News - Stony Rapids & Fond du Lac
- ★ "Canada Remembers" Airshow Info
- ★ RCMP Anniversary 1937-2007
- ★ 2007 Recipient of Regina Airport Authority's Career Pilot Scholarship
- ★ SAC Scholarship Application Info

## 2007 WAA/Wings of Saskatchewan Conference & Trade Show

October 24-26, 2007 Saskatoon Inn • Saskatoon, SK

Be sure to make plans to join us for this joint conference & trade show! As well as joining with the Saskatchewan Aerial Applicators Association as in past years, this year we also are teaming up with the Saskatchewan Aerospace & Defence to host the Western Aerospace Alliance Western Canada Conference!

We are planning for double the conference, double the delegates, double the trade show and, of course, double the fun!

Check [www.waa-sask2007.com](http://www.waa-sask2007.com) for  
Sponsorship Information  
Trade Show Registration & Information  
Delegate Registration

Be sure to mark your calendar now for October 24-26, 2007 for the 2007 WAA/Wings of Saskatchewan Conference & Trade Show

## Coming Events

Minot AFB Air Show .....	Minot Air Force Base, ND.....	July 8, 2007
Estevan Air Show .....	Estevan, SK .....	July 9, 2007
CBAA AGM Convention, Static Display .....	The Westin.....	July 9-12, 2007
And Trade Show	Calgary, AB	
Info: <a href="mailto:convention@cbaa.ca">convention@cbaa.ca</a>		
Meadow Lake Air Show .....	Meadow Lake, SK .....	July 20, 2007
IFF Convention.....	Mandan, ND (Bismarck) .....	July 17 - 21, 2007
Yellowknife Air Show .....	Yellowknife, NWT.....	July 22, 2007
Fort Smith Air Show .....	Fort Smith, NWT .....	July 24, 2007
Wetaskiwin Air Show .....	Wetaskiwin, AB .....	July 29 - 30, 2007
Williams Lake Air Show .....	Williams Lake, BC .....	Aug. 2, 2007
Oak Bay Air Show .....	Oak Bay, BC .....	Aug, 5 - 6, 2007
Western Regional SAREX .....	Prince Albert, SK.....	August 10 - 12, 2007
Abbotsford Air Show .....	Abbotsford, BC.....	Aug. 11 - 13, 2007
Rocky Mountain House Air Show .....	Rocky Mountain House, AB.....	Aug, 16, 2007
“Saskatchewan Remembers” Air Show .....	Saskatoon, SK.....	Aug. 19 - 20, 2007
IAAE Training Program for Airport .....	Calgary, AB.....	Aug. 27 - 30, 2007
Light Maintenance Personnel		
2007 Pacific Western Airlines .....	Edmonton, AB .....	Sept. 16 - 20, 2007
“Hercules Reunion '07”		
Info: <a href="mailto:russellsf@shaw.ca">russellsf@shaw.ca</a>		
S.W.I.F.T. 2007.....	Calgary, AB.....	Sept. 16 - 20, 2007
Info: <a href="http://www.swiftconference.org/register.htm">www.swiftconference.org/register.htm</a>		
CANEW 2007.....	Calgary, AB.....	Sept. 24 - 28, 2007
IAAE Course on Basic Airport .....	Winnipeg, MB.....	Sept. 26 - 28, 2007
Safety Operations		
Info: <a href="mailto:headquarters@iaaecanada.org">headquarters@iaaecanada.org</a>		
Saskatchewan Flying Farmers Convention .....	North Battleford, SK .....	October 2007
National Conference for Operations and .....	Winnipeg, MB.....	October 15 - 18, 2007
Facilities Managers		
2007 WAA/Wings of Saskatchewan .....	Saskatoon Inn .....	October 24-26, 2007
Conference & Trade Show	Saskatoon, SK	
Info: <a href="http://www.waa-sask2007.com">www.waa-sask2007.com</a>		
UVS Canada’s 2007 Conference .....	St. John’s, NL .....	Nov. 6 - 9, 2007
“Expanding Horizons”		

### DO YOU HAVE AN UPCOMING EVENT??

Let us know, and we'll be happy to help get the word out!

Contact Marilyn with any 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](mailto:info@saskaviationcouncil.ca)

The SAC Newsletter is published 3-4 times per year and is available to all SAC members either by mail in printed format OR by email in PDF format. If you are currently receiving this publication by MAIL, but would like to receive it by EMAIL in PDF format, please send an email requesting this service to Marilyn at [info@saskaviationcouncil.ca](mailto:info@saskaviationcouncil.ca).



# “I Survived the Blizzard of 2007”

May 29th, the Saskatoon Airport Authority held an “I survived the blizzard of 2007” BBQ! Approximately 200 people gathered in the maintenance shed – shelter from the driving rain. Somehow fitting the weather would bear some relevance to the storm in January!



Lory Sproxton, SAA Facilities Manager and Drew Britz, CFO of the Saskatoon Airport Authority (left) tried to keep dry and do the cooking all at the same time!

Bill Restall, CEO of the Saskatoon Airport Authority, in the black chef's hat (right), did draws for “Snowbuster Toques” – a coveted item given the day's temperature.



## Q. What do convenient check-ins, exercise and hard hats have in common?

# A. The Regina International Airport!

The Regina Airport Authority Inc. (RAA) has been working overtime to ensure customer safety and satisfaction. Quarter one passenger figures show an increase of 12.7% over the same period last year, and that number is expected to climb.

To accommodate the increase in traffic, work will begin this summer on an apron reconstruction project, flight information display upgrades and a new parking lot as well as numerous other capital projects.

Another addition that will improve the passenger experience is nine Common Self Service Kiosks (CUSS) check-in kiosks. The kiosks allow passengers to independently check-in and print boarding passes. Located on the main floor of the terminal building, the CUSS kiosks became operational in

May and will improve passenger processing by streamlining the check-in process.

Ensuring safety is part of the Authority and Airport's

mission, and this includes being prepared in emergency situations. The RAA recently coordinated a successful full-scale emergency exercise that allowed mutual aid organizations from around the city to participate and practice their response roles should a real emergency occur.

The RAA would also like to welcome three new members to their Board; James Rybchuk (City of Regina), Vaughn Schofield (City of

Regina) and Larry Smart (R.M. of Sherwood). We look forward to working with you to continue the Regina International Airport's success!



## Check Out Our Website at [www.saskaviationcouncil.ca](http://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 @ [info@saskaviationcouncil.ca](mailto:info@saskaviationcouncil.ca) OR call us at (306) 664-2376.

# Passenger Traffic Continues to Increase at the Saskatoon Airport

- The Saskatoon Airport Authority is delighted to see 2007's total passenger traffic continuing to climb, setting even higher records. Compared to 2006 numbers, every month so far in 2007 has seen an increase – ranging from 5.81% to 11.81% in April!
- Air Canada is indicating they will be bringing back the summer “Red Eye” to/from Toronto, beginning June 15.
- WestJet has also announced a fifth daily flight to/from Calgary.
- The Saskatoon Airport Authority has a number of major capital projects on the go during this 2007 construction season. Included are:
  - Completion of the public parking lot (a carry-over from the 2006 season which experienced rain delays).
  - Scheduled completion for this project is now August 2007.
  - Taxiway Charlie – full reconstruction of the easterly portion of Taxi Charlie and selective concrete slab replacement as required. A redevelopment of the old aircraft run-up areas north of Taxi Charlie is also included in the scope of this project
  - North Glycol monitoring station – a new monitoring station will be installed on the north drainage system at the airport. This installation will enhance the ability to automatically monitor our outflow from the property to the north.
- Looking forward to 2008, the SAA plans for the major capital project of restoration of runway 09/27!



## RCMP Anniversary 1937-2007

As early as 1919, RCMP Commissioner Perry recognized the advantages of aircraft to patrol Canadian coastal waters and the remote settlements of the north. He recommended the formation of an Air Police Service of the Royal Canadian Mounted Police (RCMP) to be equipped with surplus wartime aircraft but the project was not realized at first. Sergeant H. Thorne in 1921 was the first member of the force to fly while on duty. He had traveled several weeks by dog team and train from Fort Providence, NWT to Edmonton, Alberta with a prisoner charged with murder. He made the return trip in an Imperial Oil Junkers in four days, including overnight stops.

For the next decade, RCMP Commissioner Sir James H. MacBrien made preliminary efforts to organize an air division, and by 1932, the RCMP took over the responsibilities of the Preventive Service of the Department of National Revenue and with the use of several RCAF aircraft, patrolled the Atlantic and Pacific coasts to prevent smuggling,

particularly rum running. In 1936 when the Department of National Defence decided that it could no longer spare the aircraft and personnel, MacBrien purchased aircraft and established an Air Section. Four de Havilland Dragonflies were obtained in 1937. On May 22 of that year the first official patrol by an RCMP aircraft from Ottawa to Toronto was made by the Commissioner, along with two crew members. A year later, a Noorduyn Norseman was added to the fleet but in 1939 the flying personnel and all of the aircraft, except the Norseman, were transferred to the RCAF for the duration of the war. The Norseman was used extensively throughout the Arctic destroying gas caches to prevent their use by enemy U-boats or aircraft in the event of an invasion.

The Air Section was reorganized in 1946, when, in addition to the Norseman, the Force acquired two Beech 18s and an ex-RCAF Grumman Goose. The Beechcraft were, at the time, state-of-the art, well equipped

and faster than some airliners of the day. The Goose was to become a mobile detachment carrying out patrols across Canada, as operations required. Crews for the new fleet were selected from, among other sources, returning RCAF personnel.

In 1947, a Stinson 108 was added to the fleet, capable of flying on wheels, skis or floats. This versatile aircraft was used extensively in Saskatchewan and was deployed to transport prisoners, carry out searches for lost persons or escaped prisoners, transport crime laboratory personnel to crime scenes and carry police service dogs and handlers on request.

A second Norseman replaced the original in 1948 and was joined by their first de Havilland Beaver in 1949. In 1950 the RCMP acquired another Beaver to deploy along the coast of British Columbia. In 1950, two of the Air Division pilots qualified for Department of Transport Instrument ratings and two of the Aircraft Maintenance Engineers received their “B” License.

continued on next page

Nine RCMP aircraft logged over 600,000 miles in 1953. Along with the detachments at such places as St. John's, Newfoundland and Prince Albert, Saskatchewan, a new detachment was opened at Fort Smith in the Northwest Territories. The Commissioner's report for 1954 showed a further expansion of the Air Division to include the conducting of aerial searches for lost persons, escaped prisoners, wanted criminals, stricken vessels in coastal water and occasionally, stolen livestock and automobiles.

1954 also saw the acquisition of the first of many deHavilland Otters which, along with the Beavers, changed the way the Force was able to provide service, especially in the north. RCMP aircraft, along with the Department of Northern Affairs personnel based at Churchill, Manitoba, provided medical assistance and portable x-ray equipment in attempt to curb the tuberculosis epidemic ravaging Canada's northern peoples. During this period, maintenance crews displayed great creativity and versatility carrying out routine maintenance and field repairs to damaged aircraft under the harshest of weather conditions.

The 1960s brought two significant acquisitions that would change the face of the Air Division. The first was a turbine-powered Beechcraft A90, advancing the Division into the turbine era. The second was a Turbo Beaver acquired in 1968 for Peace River, Alberta. This aircraft was the first bush utility turbine aircraft operated by the Force and was so successful it would lead to the purchase of ten Twin Otters and would prove to be the workhorse of the division.

The 1970s found Air Division Detachments across southern Canada from St. John's, NF to Victoria, BC. In the north bases at Whitehorse,

Inuvik, Yellowknife and Frobisher Bay provided, at times, the only air service available to RCMP members and their families.

In 1971, the Force acquired its first helicopter, a Bell 212, which was to lead to a helicopter section within the Air Division. Rotary aircraft would change the police support role drastically, especially in urban areas and provided expanded service to such areas as telecommunications. For the first time, close-in support was afforded to the operational police members on site. In 1973 the Air Division was further reorganized into the Air Services Directorate.

The first jet, a Cessna Citation, was purchased in 1987 and it, along with additional jets and King Air 200s, would supplement routine police duties and play an important role in the ever-changing requirements of law enforcement, especially in the Drug Enforcement Program. In 1999, the RCMP Air Division began replacing their transport fleet with the single turbine Pilatus PC-12, a pressurized, nine-passenger aircraft with a speed of 270 knots. These new aircraft have a significant impact by providing more efficient long-range transport.

Over the years, the Force, in addition to routine police duties, has transported numerous dignitaries including the Queen, Prince Phillip, Prince Charles and other members of the royal family, as well as Prime Ministers and other members of Parliament. It has supplied aerial

security for Royal Tours, special events such as Expo '67 and the visit of Pope John.

Today's RCMP Air Division fleet is made up of:

- 13 Pilatus PC-12 located in Yellowknife, London, Regina, Iqaluit, Prince Albert, Prince George, Moncton, Winnipeg, Vancouver, Edmonton (2), Montreal and Ottawa
- 4 Bell 206L helicopters located in Montreal, Kelowna, Comox and Edmonton
- 4 AS 350B3 helicopters located in Kamloops, Vancouver, London and Moncton
- 3 Caravan 208 located in Vancouver, Ottawa and Prince Rupert (float plane)
- 1 Cessna 182Q located in Winnipeg
- 1 Cessna U206G located in Vancouver
- 4 Cessna 210R located in Regina, London, Edmonton and Montreal
- 2 DH-6-300 Twin Otters located in Whitehorse and Goose Bay
- 1 Piaggio Avanti P180 located in Ottawa



*Reprinted with permission from the Manitoba Aviation Council May 2007 newsletter.*

### **Flying in the Dundurn Area?**

Transport Canada has asked that pilots flying south of Saskatoon in the Dundurn area take a good look at the borders of CYR 301 (the military restricted area around Camp Dundurn). It seems that local knowledge has placed the west edge of the restricted area along Highway 219, so that pilots thought that if they followed the highway north or south they were west of the CYR 301. This is not the case. The western boundary of CYR 301 is about 1.5 miles west of Highway 219. So, in order to really stay out of that area you need to be flying WEST of the RIVER.

# 2007 Regina Airport Authority Career Pilot Scholarship

Derek Ford is extremely delighted to be the 2007 recipient of the Regina Airport Authority's Career Pilot Scholarship.

Growing up in Regina, Derek's interest in aircraft and flying was sparked at a young age when his parents took him to the Moose Jaw Airshow. He remembers sitting in the cockpit of a C-130 Hercules, one of his favourite aircraft.

Although enrolled at the Regina Flying Club in grade 12, Derek was unable to continue flying due to prior commitments. He went on to earn a Bachelor of Business Administration from the University of Regina and play for the Regina Rams Junior Football Club. Even after all of this time had elapsed, Derek never forgot about flying and always remained interested. This was due in part by his uncle taking him flying in his Cessna. He would take Derek up when visiting his farm, give him some pointers on straight and level flight and let him take the controls. In the spring of 2006 Derek began taking lessons at the Regina Flying Club. He enjoyed flying so much he decided to take the greater step of making a career change and enrolled in the

Commercial Pilot Program at SIAST Kelsey Campus in Saskatoon.

Derek's experience at SIAST has exceeded his expectations. He attributes his enjoyment of the program to the instructors who are so filled with knowledge and devoted to teaching. In addition to focusing on academics, Derek is involved with the Kelsey Student Association and intramural sports. Derek is anticipating another great semester in September. Derek's long term career goal is to fly for a major airline. He also would love to, someday, fly to Mexico and down through central America.

Derek would like to thank the Regina Airport Authority for their financial support of young Regina pilots. Becoming a pilot is not a small investment and the Authority's scholarship helps to make flying more accessible. Derek would also like to thank his family, friends and girlfriend for their encouragement. He would also like to thank Michelle Seiferling for her excellent instruction, as well as the Regina Flying Club for their professionally operated flying school. Derek would also like to thank Don Macpherson, the head of the Commercial Pilot Program at SIAST.

## Strategic Planning Update for Northern Airports

SAC hosted a stakeholder meeting on May 8th in Prince Albert to identify emerging issues affecting northern air transportation. The basis of discussion was the 1994 Saskatchewan Northern Air Transportation Plan. Attendees at that meeting concur that the time has come to reaffirm that plan.

After much lively discussion, the meeting came to a close with the decision to form a steering committee that would focus on immediate DHT airport issues and to develop a new ten-year strategic plan for northern air service. Terms of Reference for that plan have been drawn up so that a request for proposals can be sent out to engage a consultant to prepare a report for the Committee.

**June 30 - July 1, 2007**

# FLY 'N' FAIR

## Aircraft Exhibition & Antiques Road Show

Antiques & collectibles appraisals by expert appraisers including T.V. personalist Brian Lehman of "What's It Worth, Brian?" Aircraft fly-in and displays of vintage, homebuilt, and ultralight aircraft. "White elephant" sale. Activities for kids. Food vendor.

**Corman Air Park - 17 km S.E. of Saskatoon**  
[www.cormanairpark.ca](http://www.cormanairpark.ca)



## What's Happening at Weyburn Airport

As this is being written, another well-attended, bi-annual Oil Show is getting underway in Weyburn. One might ask what the oil show has to do with the Weyburn Airport? The answer would be "improvements". Probably the most frequent and important users of our airport are oil companies and the businesses which service them. These users appreciate the manner in which we maintain and, when possible, upgrade our airport. When the Weyburn Oil Show is over, the committee will be looking for needs in the community which they might address with funds realized by the show after all the bills are paid. A couple of years ago, the City of Weyburn was able to repave taxiways at the Weyburn Airport thanks to the generosity of the Weyburn Oil Show Board.

On a slightly negative note, the Weyburn Airport has had to put a lock on the door of the lounge. We have resisted this action for a while, but the need has become apparent. Pilots who wish to use the lounge after hours need only punch in the well-known FSS frequency on the keypad.

## Saskatchewan Aviation Historical Society

The Saskatchewan Aviation Historical Society is in the process of incorporating for the purpose of preserving and promoting the aviation history of our province.

A major objective of the SAHS is to raise public awareness of Saskatchewan aviation's contribution to the social and economic development of our province. The SAHS will work to provide Saskatchewan schools and community groups with opportunities to participate in a variety of informative and interesting educational programs.

Tom Coates has volunteered to be the first president of this new organization and has a few well-chosen volunteers to round out the executive. Anyone wishing to become involved, please contact Tom at 933-3363. Memberships will be available shortly.



### ***Are you interested in being a volunteer?***

Have you given thought to being an Airport Ambassador at Saskatoon Airport?

Do you enjoy interacting with the public?

Are you friendly, cheerful and enthusiastic?

Saskatoon Airport's volunteer Ambassadors help create a positive experience for all our airport guests by providing a warm, friendly atmosphere.

For further information please contact the Saskatoon Airport Authority's Administration Office at 974-4274 or Syl and Ivadelle Kulyk at 382-3894



Volunteer Ambassadors @ Breakfast February 2007

## **SAC SCHOLARSHIPS!** ***TIME TO APPLY IS NOW!***

The Dennis O'Brien/John Iverson Memorial Scholarship Fund Inc. is a memorial trust fund, administered by the Saskatchewan Aviation Council, that promotes aviation by awarding two annual scholarships: \$1,000 Scholarship for commercial pilot training and \$1,000 Scholarship for A.M.E. training.

For information ~  
check out our website at [www.saskaviationcouncil.ca](http://www.saskaviationcouncil.ca)  
OR Give us a call at (306) 664-2376!



## Community Airport Partnership (CAP)

- Saskatchewan Highways and Transportation recently developed a comprehensive transportation strategy called *Transportation for Economic Advantage* (TEA). Community regional airports in southern Saskatchewan are considered a vital component of the TEA strategy.
- TEA address transportation policy relating to our provinces connection to national and international trade corridors, the development rural economic corridors, ensuring seamless connection of our urban communities to these corridors, continued enhancement of our northern transportation strategy “Road to Prosperity,” improving connections to First Nation Communities and the development of regional airports and short line railways.
- To enable the department to implement the airport component of TEA, Saskatchewan Highways and Transportation will be establishing a new program named the Community Airport Partnership (CAP).
- CAP will enable the department to provide capital contributions to airport infrastructure. This infrastructure program is intended to rehabilitate and upgrade the network of strategic regional community airports in southern Saskatchewan. Maintaining and protecting the existing network of publicly-licensed community airports will support safe airport operations, air ambulance and medevac.
- The objective of the program will be to provide eligible airports with stable, long-term financial assistance for the rehabilitation, construction and capital improvements of infrastructure.
- CAP will be an ongoing program subject to the availability of funding.

### ELIGIBILITY

Eligible applicants include regionally-focused municipal or community-owned airports that are not eligible for airport assistance under the federal government’s Airport Capital Assistance Program (ACAP). Applicants must be willing to fund the proposed project on an equal cost-shared basis (50/50) and demonstrate that the projects will contribute to the economic and social development of the region the airport serves.

Eligible airports are those that support:

- Economic development
- General access to surrounding communities
- Air ambulance and medevac operations
- Commercial operations
- Aviation safety

### SPECIFIC PROJECTS

Program requirements may evolve over time. The current priority will be given to safety-related airside capital improvement projects such as the rehabilitation of runway, taxiway, apron along with existing lighting and navigational aid systems. Typical projects would be pavement rehabilitation, slurry seals and overlays.

Consideration will also be given to runway extensions where benefits can be documented for regional economic and social development. Secondary runways and secondary taxiways may also be considered but will not be given a high priority.

Projects must meet acceptable engineering standards and may require environmental approval from appropriate agencies.

Items not eligible for funding include: all buildings, development areas and access roads, water and sewer, power and utilities, operating maintenance, equipment purchase and lease,

and retroactive airport renovations or any other capital expenditures prior to project approval.

### PROPOSED APPLICATION PROCESS

A municipality seeking assistance under this program would submit a request for assistance to Saskatchewan Highways and Transportation. As a minimum, the request would contain an assessment of the infrastructure, the economic and social impacts, a description of the project along with costs and timing.

Applicants would provide airport information such as: certified or registered status; runway dimension (feet); surface type; surface condition; navigation aids; lighting; and type of aircraft accommodated.

The department would review the engineering requirements internally to determine if the proposed project meets acceptable engineering and environmental standards.

It is proposed that eligible applications will be reviewed by a panel consisting of a representative from the Saskatchewan Aviation Council, an operations specialist from both the Regina Airport Authority and the Saskatoon Airport Authority and an official from Saskatchewan Highways and Transportation. After the review process, the selected projects will then be forwarded to the department's Deputy Minister for approval.

### CONTACT

For further information on the program, contact:

Community Airport Partnership (CAP)  
Co-ordinator  
Saskatchewan Highways and Transportation  
ph. (306) 787-2251  
fax (306) 787-3963  
[ahill@highways.gov.sk.ca](mailto:ahill@highways.gov.sk.ca)



## Canadian Owners and Pilots Association

As the recognized voice of general aviation in Canada, the Canadian Owners and Pilots Association, a non-profit organization has spent five decades supporting and defending the right of Canadians to enjoy the freedom of Canadian airspace. Since its founding in 1952, COPA has been dedicated to opening doors and removing barriers to the growth of aviation. COPA raises the awareness of important issues facing the flying community, promotes air safety

through education and works to lower the cost of flying. Membership benefits include a comprehensive monthly magazine, discounts for hotel and car rental, insurance, aviation guides, and source of information on all aspects of general aviation.

COPA Flight 4, representing Regina and South East Saskatchewan, meets bi-monthly from September through May. Meetings include guest speakers presenting information and

updates on all aspects of aviation. Flight 4 facilitates a Safety Seminar each spring with Transport Canada personnel conducting flight safety sessions including interactive dialog with participants. These sessions are very informative and provide an opportunity for two way communication between local aviation enthusiasts and Transport Canada. Flight 4 together with the local EAA chapter publishes a monthly newsletter.

To join COPA Flight 4:  
Contact Wayne Runyon  
(306) 949-2727  
[grunyon@accesscomm.ca](mailto:grunyon@accesscomm.ca)

To join COPA National:  
Contact "Membership"  
(613) 236-4901  
[membership@copanational.org](mailto:membership@copanational.org)  
OR visit their web site at [www.copanational.org](http://www.copanational.org)



### **Stony Rapids Airport Construction Activities**

Weather permitting, construction activities to repair the Stony Rapids airport will begin on July 9th and continue until the repairs are completed. The first stage of the work will involve repairing the depression beginning approximately 600 feet from the threshold of runway 24. The actual work will consist of cutting the high areas, filling the depressions, compaction of the material and application of the first seal coat.

During the first stage of the repair project, it will be necessary to relocate the threshold of Runway 24 by 1000 feet in order for the construction to take place efficiently and safely. This will reduce the usable portion of the runway to 4050 feet. The relocated threshold will be clearly marked with orange/white sandwich boards, traffic cones and temporary threshold lights. The PAPI lights for Runway 24 and the lights on the closed part of the runway will be taken out of service.

The first 1000 feet of Runway 24 will be closed 24 hours per day from July 9th at 2300Z until the work is completed. (We are estimating July 13th at 2300Z) During this time, the rest of the runway (4050 feet) will be open.

The source for the repair aggregate is the Department stockpile site located on the north side of the runway near the west end. During the repairs, we will be hauling this aggregate with trucks along the edge of the runway.

The second stage of the work involves repairing several smaller depressions from near the taxiway to near the threshold of 06. The locations of this work require that we close the complete runway for the repairs. We will commence this work on July 14th at 1300Z. We will try to have the runway open for Medevac and other necessary traffic by 0200Z daily. Prior permission will be required prior to use. Actual times will be confirmed by the appropriate NOTAMs issued before and updated

during the work. Completion of these smaller sections should be done by July 16th at 0200Z.

All of the repairs that are planned will require the application of a second seal coat, which we plan on applying about 10 days following the completion of the first seal. This work is a faster operation than the currently planned work but will still cause some disruption to air traffic. This work will likely be done the week of July 23rd. Future NOTAMs will be issued to cover that work.

The majority of the work will take place during daylight hours. Department staff will be in constant communication with Regina Radio on the MF 122.2 and will have all equipment at least 75' off the runway prior to aircraft landing or taking off. Appropriate NOTAMs will be filed for each phase of the work. Please ensure safety is maintained by checking NOTAMs and visually verifying that all equipment is off the runway before landing or taking off.

### **Fond du Lac Airport Construction Activities**

Weather permitting, construction activities to repair the Fond du Lac runway will begin on July 18th and continue until the repairs are completed. The first stage of the work will involve repairing the depressions on the first 600 feet of runway 10. The actual work will consist of cutting the high areas, filling the depressions, compaction of the material and application of the first seal coat.

During the first stage of the repair project, it will be necessary to relocate the threshold of Runway 10 by 1000 feet in order for the

construction to take place efficiently and safely. This will reduce the usable portion of the runway to 2800 feet. The relocated threshold will be clearly marked with orange/white sandwich boards, traffic cones and temporary threshold lights. The PAPI lights for Runway 10 and the lights on the closed portion of the runway will be taken out of service.

The first 1000 feet of Runway 10 will be closed 24 hours per day from July 18th at 1500Z until the work is completed. (We are estimating July 20th at 2300Z) During this time, the rest of the runway (2800 feet) will be

open.

The source for the repair aggregate is the Department stockpile site located on the west side of the parking apron. During the repairs, we will be hauling this aggregate with trucks along the edge of the runway. The second stage of the work involves seal coating several smaller sections of the runway. The locations of this work may require that we close the complete runway for short periods of time. We will commence this work on July 20th immediately following the first repair on runway 10. Actual times will be confirmed by the

appropriate NOTAMS issued before and updated during the work. Completion of these smaller sections should be done by July 22nd at 0200Z.

All of the repairs that are planned will require the application of a second seal coat, which we plan on applying about 10 days following the completion of the first seal. This work is a faster operation than the currently planned work but will still

cause some disruption to air traffic. This work will likely be done the week of July 30th. Future NOTAMS will be issued to cover that work.

The majority of the work will take place during daylight hours. Department staff will monitor the aerodrome traffic frequency 123.2 and will have all equipment at least 75' off the runway prior to aircraft landing or taking off. Appropriate NOTAMS will be filed for each phase

of the work. Please ensure safety is maintained by checking NOTAMS and visually verifying that all equipment is off the runway before landing or taking off.

The Department apologizes for any inconvenience during these projects, and appreciates your cooperation and consideration. Please call me at (306) 953-3554 with any safety concerns or comments.

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## Something New at the Melfort Airport

Submitted by John Wade, SAC Regional Director for Melfort Area

The new terminal building/office is up and operating at the Melfort Airport. We have received nothing but positive comments about the facility. After looking at the old one, the only way to go was up. There is clean water and heat in this one. From the comments left, the Air Ambulance pilots seem to appreciate the heat! I can't figure out why. A small weather station has been planned in the near future for the benefit of all flyers.

As a result of having the new building, the local pilots have resurrected their association which hasn't been active since the early '90's. They are known as the **Melfort Regional Aviation Association**. I believe that they have somewhere around 20 members. They meet monthly in the new terminal building. Besides coming up with things to do themselves, they will still be working and playing with the Tisdale Association very closely. Our local association is presently looking at finding a computer for the office as well as some sort of radio system. It's good to see their excitement and action out there!



As for fuel we have installed a new 20,000-litre above-ground tank recently. The two underground tanks will be decommissioned sometime this summer. As the City is looking at an increase in economic development and tourism over the next couple of years, we have to consider extending the length of the runway and installing another fuel tank for jet fuel. Some aerial applicators in particular cannot presently buy their fuel here. More improvements are planned over the next few months. Stay tuned.

It was very interesting to have a

couple of pilots from Marseilles France stop in a week ago. They said that they were on a Canadian adventure. They had started out from Steinback, Manitoba and flew to Melfort, from here they were going on to Saskatoon and overnight in Meadow Lake that day. From there the plan was to head to Buffalo Narrows and then in to Alberta. The one fellow was a professional pilot and the other was a pilot but putting in hours to become a professional. They were very nice to talk and were very impressed with what they had seen of Canada so far.

# SAC Hall of Famer, Harry Whereatt, Shares at CAHS Chapter Meeting

Submitted by Will Chabun of the Roland Groome Chapter of the Canadian Aviation Historical Society

*“Airplanes have been a love of my life,”* said Harry Whereatt. “When I was about five years old...I first saw one fly over the farmyard in about 1933.”

With that kind of historical precision, it's not surprising that Harry also can remember when he saw his first Hawker Hurricane fighter: it was in the first half of 1942, when one of the aircraft of the RCAF's new 135 Squadron from Mossbank flew over a war bond drive in Harry's hometown of Assiniboia.

So what became of that Hurricane and others like it? Harry told the March meeting of the Roland Groome Chapter of the Canadian Aviation Historical Society that he used to believe the Hurricanes he saw here were strays that had somehow found their way to Canada from wartime Britain. Not so; research showed that Canadian Car & Foundry of Fort William (now Thunder Bay) Ont., built 1,451 of them between 1940 and 1943. Some were retained in Canada for home defence; many others were exported to Britain and Russia.

Obsolescent as front-line fighters while they were still on the assembly line, they were hurriedly retired from the air force with the war's end and sold.

Harry, born in the late 1920s, learned to fly postwar (from an ex-RCAF Wellington pilot) in Assiniboia around 1950 and operated types as varied as a Tiger Moth (which he damaged by running it through a fence, sold and eventually rebuilt!) and an Aeronca Chief, which offered side-by-side seating.

A clue to what became of those Hurricanes came in the 1950s, when Harry saw his second Hurricane – in the hands of a scrap dealer, who “offered it to me – and I didn't want it!” he remembered ruefully. Of course, it was in pretty rough shape: its wings had been removed and, using a truck, the dealer had dragged it on its landing gear wheels, scuffing the rubber tires off them. Frustrated, the dealer removed the radiator and folded the landing gear, then slid the fuselage onto a truck.

Harry said he's been told that postwar Hurricanes could be bought for a little as \$50, with guns and radios removed. One particular aircraft served during the spring of 1945 at Yorkton to patrol for Japanese balloon bombs – literally, a strategic air offensive aimed at Western North America.

One of the RCAF personnel who maintained it at Yorkton was Moose Jaw's Don O'Hearne, whose name is instantly recognizable as one of the spark plugs of the Western Development Museum's Vintage Aircraft Restorers.

Postwar, this Hurricane was sold to a farmer who lived about 10 miles north of Swift Current. The farmer removed



the wings for transport, then hauled it to his farm, then eventually threw the wings into the basement of an abandoned building. “That saved the airplane because the wings were a really complicated structure,” Harry said.

Harry also owned a Fleet Fawn biplane trainer, acquired for next to nothing from the late Ernie Oakman, a Stewart Valley farmer and aviation enthusiast, and

lovingly restored it. (Harry and his wife Anne were once flying their Fawn toward CFB Cold Lake when they ran low on gas and made a precautionary landing in a field near the town of Unity. “A young farmer had seen us and came along to investigate,” Harry recalled. He stayed with the aircraft while Anne headed off to get “purple gas” – Saskatchewanians over a certain age will remember it – for the aircraft. “The last I saw of her, my wife was going over the hill on a motorcycle!”)

Anyway, the Hurricane was sold for a princely \$25 to Oakman who understood its historical significance. But he eventually concluded he'd be unable to restore the Hurricane and offered it to Harry around 1971. “He said, ‘Harry, if you give me back the Fawn stuff you don't need, you can have the Hurricane.’”

That sounded like a pretty good deal – “and the rest is history...about 30 years later, I flew the darned thing!”

In all, Harry and Anne collected no fewer than 23 aircraft in varying conditions over the years, ranging from a Barkley Grow twin-engined transport from the 1930s to a Lysander (restored as C-FVZZ, resplendent in black/yellow target tug markings) to a Bolingbroke, Lockheed 14, Tiger Moth and a Harvard, bought for \$2,150 after the type was retired from RCAF use in the mid-1960s.

Rebuilding the Hurricane was a long and labourious process, of course. But as Harry pointed out, the thought of a powerful Second War fighter being restored caught folks' imagination and “people helped me all across the country”.

For example, the hydraulic valves had sat in a lake in Labrador before being passed on to him. Somewhat closer to home, a neighbour cutting hay near the Whereatts' farm north of Assiniboia one day said, “Dad's got an old tailwheel.” Harry figured it was probably from an Anson or a Cornell, but “as soon as I saw it I realized it was a Hurricane tail wheel.”

He got more parts from a farm in the Craik area, where another Hurricane had been “cut up”. Britain's Shuttleworth Trust made him some parts: wing pins and “fancy splicing” for the control cables. Harry had to fabricate the fuselage

fuel tank. "There are all kinds of stories involved."

The original engine had been "taken apart with a sledge hammer" but he found another in a B.C. aircraft maintenance firm – whose owner was a little sad to see the Merlin leave. It seems that whenever Transport Canada Inspectors arrived to check his records, "they'd be so interested in the engine that they'd forget to do the audit!"

Harry drew the attention of those present March 8 to the Hurricane's windscreen, appearing to be perhaps 3/8" thick, but actually 1.5 inches thick "and remarkably clear. The optics in it are just fantastic," said Harry of the windscreen, which came from an antique dealer in Thunder Bay, where, of course, the Hurricane was manufactured.

Fortunately, he said, the "the centre section was [from] one plane; the wings and tail were all part of the same airplane, which made it one airplane as far as D.O.T. [the federal Department of Transport] was concerned."

As Harry was restoring the Hurricane, he was also working on his Lysander – a process that worked out better than he'd expected. "I'd get fed up with one and hit a dead end – and then I'd just run to the Lysander."

Looking for suitable markings, he considered putting his initials (HEW) onto it, then modified this to "AE-W", after he saw the famous RCAF handout photo of a Hurricane wearing the "AE" markings of the RCAF's 402 Squadron.

The Hurricane had a 12-cylinder, 1260-horsepower 48-valve Merlin engine. It landed around 90 mph (85 was even better) and used 100-octane low-lead fuel. "It doesn't take much to get it off the ground, but it needs a lot to land," he said.

Harry admitted he wasn't paying really close attention because of the excitement of flying this thoroughbred (he made three flights, all of about 15 minutes' duration, in what he recalls as being 2001 – he'll get the precise dates when he looks at its logbook) but he figures the fastest he got it was 225 mph.

"I flew it enough to know it was a pretty nice airplane. The

most amazing thing was that you could have the canopy open and it wouldn't blow your hat off. A pretty nice airplane."

When a tape showed his Hurricane getting off the ground, the crowd burst into spontaneous applause.

As for the second flight, "I shouldn't have been flying it that day because of the weather. But I'd told some veterans to come down...I'll fly it – and I didn't have the heart to tell them 'no'." Alas, he came in for a landing with no wind to slow him, went into a soft area off the runway, went up on its nose ("so quickly I didn't even see it happen") and bent one propeller blade. The blade was repaired and he made a third flight.

It was under restoration for several more years and in the summer of 2006 was sold to Michael Potter's "Vintage Wings" collection at the airport in Gatineau, QC, near Ottawa. (To answer the inevitable question about the sale price, Harry said a Hurricane even more extensively restored recently sold elsewhere for \$3 million. "I didn't get anywhere near that," he said.)

For everything you'd like to know about the Canadian-built Hurricanes, see *Canadian Aircraft Since 1909* by K.M. Molson and H.A. Taylor, pages 378-381.

The 135 Squadron referred to in Harry's March 8 talk is historically interesting for Saskatchewan aviation buffs as it was the only combat squadron that existed in Saskatchewan – site of almost two dozen BCATP stations during the Second World War. The book says the squadron formed at Mossbank on June 15, 1942 under S/L Edwin Reyno (who went on to high rank in the postwar RCAF and Canadian Forces).

By Oct. 4, 1942, it was part of Western Air Command and was stationed at RCAF Station Patricia Bay, near Victoria. The squadron disbanded at Patricia Bay on Sep. 10, 1945.

For more information on the Vintage Wings historical aircraft foundation, go to [www.vintagewings.ca](http://www.vintagewings.ca)

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## Commercial Pilot Diploma Program Update

Session 1 of the SIAST/SAC Commercial Pilot Program has ended, and more than 20 of our 28 students are working in the aviation industry over summer.

Towing airplanes, fueling, slinging bags, working the docks, answering phones, working on the counter with the public, performing minor maintenance under supervision, etc., are a wonderful way to learn the realities of the aviation industry. There are rumours that some good-sized fish have been caught in LaRonge and north. I want to see some pictures before I believe any stories!

On their days off our students are continuing their flying training. Several already have completed a licence or endorsement this summer.

The program will enter a display at the Canada Remembers Air Show. Come and visit us! In the meantime please check out our website [www.siastpilots.ca](http://www.siastpilots.ca). And feel free to visit us at Kelsey Campus!

*Don Macpherson  
Program Head*

*SIAST/SAC Commercial Pilot Program*





## Canada's Premiere Tribute to Veterans "It's Time To Say Thanks"

**WHEN:** Aug. 18-19, 2007  
**WHERE:** Saskatoon, Saskatchewan  
**WHY:** Assist in Canada's largest annual Tribute to Veterans Project

Created in 1995 at the request of Veterans Organizations to honour the 50th Anniversary of the end of WWII; quickly grew into Canada's largest annual Veterans' Tribute and the nation's "only" Air Show dedicated – even in name – to the Remembrance & Honour of Canadian and Allied Veterans; acknowledged as finest Tribute in North America.

Recipient of a National Attractions Canada Award / Saskatchewan's #1 Outdoor Attraction Award / Aviation Council's Industry Service Award / Northwest Council of Air Shows Airport Partnership Award ... and others.

### PERFORMING: (Confirmed or TBC)

Snowbirds ... 431 Air Demonstration Squadron  
 Sky Hawks ... Canadian Armed Forces Parachute Demonstration Team  
 CF-18 Hornet Demo Team  
 USANG (Rhode Island) C-130J Display  
 USANG (Utah) KC-135 Display  
 CH-146 Griffon Tac Demo  
 CC-115 Buffalo Demo  
 CP-140 Aurora Flying Demo (TBC)  
 B-25 Miss Mitchell WWII Tribute Flying Display  
 B-25 Pacific Prowler WWII Tribute Flying Display  
 Mohr Barnstorming (Stearman Aerobatics)  
 Kent Pietsch – Interstate Cadet Deadstick & Comedy Aerobatic Show  
 Pete McLeod Aerosports (Giles 200)  
 Star Raider - Jet "Spaceship" Ground Show  
 "New" COLOSSOVISION – Outdoor Video Screen ... more TBA

### STATIC AIRCRAFT: (Confirmed or TBC and Subject to Change without Notice:

KC-135	CT-142	CF-18	UH-1N	EA-6B (TBC)	B-25 (2)	C-130
P-51	CH-146	A-10	CT-155	Harvards	Chipmunks	Tiger Moths
CT-156	C-17(TBC)	L-19	RCMP	CL-215	Citation	
F-15E	F-16	CT-144	CH-124	...more TBA		

### GROUND or FEATURED ATTRACTIONS:

North Saskatchewan Regiment Pipes & Drums; CAF Military Equipment Displays; Canadian Government War Medals Display; WWII & Korea War memorabilia displays; Live WWII Music in Beer Garden; Int. Food Court; Kids Rides; Trade Show and more!!

#### Advance Tickets:

Adult - \$10

Students, Seniors and Youth - \$5

Age 5 and under - FREE

#### Tickets Week of Event:

\$15 (Adult) and \$7 (St/Sr/Ch)

#### FOR MORE INFO

Check out [www.canada-remembersairshow.com](http://www.canada-remembersairshow.com)

OR

Call Credit Union Centre at (306) 975-3155

# Saskatchewan Aviation Council

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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](mailto:info@saskaviationcouncil.ca). You can view the map on the website of the SAC at [www.saskaviationcouncil.ca](http://www.saskaviationcouncil.ca).



Saskatchewan  
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## Newsletter Articles

You are invited to submit articles or suggestions on items you would like to see covered in upcoming issues of this newsletter. Due to space limitations, we reserve the right to edit submissions for length. Please send your contributions to:

### Saskatchewan Aviation Council

Newsletter Editor  
P.O. Box 9768  
Saskatoon, SK  
S7K 7G5

FAX: (306) 931-6123

EMAIL: [info@saskaviationcouncil.ca](mailto:info@saskaviationcouncil.ca)

## Concerns or Questions

Is there an issue or concern that you would like the SAC to address, or do you have any suggestions or recommendations with relation to general aviation? If so, we would certainly like to hear from you. We encourage you to forward your concerns directly to any of the Executive or Directors listed in this newsletter, or you can pop them in the mail and address them to:

### Saskatchewan Aviation Council

P.O. Box 9768  
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## Have You Moved?

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